

BookletChartTM

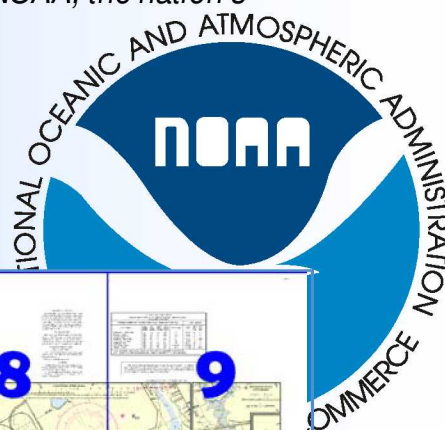
St. Johns River - Atlantic Ocean to Jacksonville

(NOAA Chart 11491)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

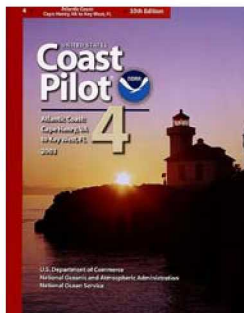
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 9 excerpts]

(64) A Federal project provides a channel 42 feet deep from the ocean to St. Johns Point, thence 38 feet deep to a point 2.1 miles north of Mathews highway bridge, thence 34 to 38 feet deep to Commodore Point via Terminal Channel.

(122) Excellent facilities are available in Jacksonville. The municipal marina at Metro Park is on the north side of the river about 1.2 miles west of Commodore Point.

Additionally, the city has floating docks at the Jacksonville Landing along the north side of the river between Main Street and Acosta bridges. A city dockmaster may be reached at 904-630-0839. Public restrooms are at Jacksonville Landing and Metro Park. A large illuminated fountain is in a city park on the south bank of the river between the Main Street and Acosta bridges. Small-craft should exercise caution, as currents become quite strong in this section of the river. There

are other modern well-equipped marinas and boatyards in Jacksonville; the major facilities are on the intracoastal waterway, Ortega River and Trout River. Supplies, services, and repairs are available for all types of yachts. Other small-craft facilities on St. Johns River above Jacksonville are in Goodbys Creek, Doctors Inlet, and Julington Creek.

(129) **Blount Island Channel**, a cutoff bend of the St. Johns River, extends from the main river channel around the northern side of Blount Island and rejoins the main channel at the southwestern tip of the island. The channel is practically divided near its midpoint by four low bridges with least clearances of 5 feet vertically. The Federal project depth for the channel is 30 feet, but the controlling depth is usually considerably less than project depth.

(131) **Broward River** has depths of 1 to 3 feet to Cedar Heights. The Route 105 highway bridge at the mouth has a clearance of 13 feet.

Overhead power cables at the bridge have a least clearance of 34 feet.

(132) The offshore wharf and shore facilities of a U.S. Navy Fuel Depot are 1.2 miles southwestward of **Drummond Point** on the northwest side of the St. Johns River, just below the Trout River. The wharf has a 351-foot face, 660 feet of berthing space with dolphins, 38 feet alongside, and a deck height of 11 feet. Pipelines extend from the wharf to storage tanks onshore. The fuel depot is in a **restricted area**.

(133) **Trout River** has depths of 7 feet to the mouth of Ribault River and 3 feet to the highway bridge 4.5 miles above the mouth. The entrance is marked by daybeacons. A small repair yard is on the east side of a small cove on the south side of the river about 0.4 mile above the entrance. The yard has berths, electricity, water, two 6-ton lifts, and a marine railway that can handle craft up to 85 feet long or 200 tons; hull and engine repairs can be made. Depths of 8 feet are reported in the approach and alongside. The Main Street bridge 0.9 mile above the entrance has a fixed span with a clearance of 29 feet. The highway bridge, adjacent to the westward, except for the channel span, remains as a fishing pier. The overhead power cable at the bridge has a clearance of 38 feet. The Railroad bridge just upstream has a swing span with a channel width of 46 feet and a clearance of 2 feet. A marina on the south side, just east of the Main Street bridge, has berths, electricity, gasoline, diesel fuel, water, a launching ramp, and storage; outboard engines can be repaired. The Interstate 95 highway bridge, 2 miles above the mouth, has a clearance of 29 feet at the center.

(134) Route 115 bridge, 4.5 miles above the mouth, has a clearance of 18 feet.

(135) Groups of piles, sunken wrecks, and barges are near the shores of Trout River. There are numerous private piers and landings on the river. The Jacksonville City Zoo is on the north side of the river downstream of the first bridge.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY
The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Miami. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.


Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861" northward and 0.661" eastward to agree with this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

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HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861" northward and 0.661" eastward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

Corrected through NM Jan. 6/07, LNM Jan. 2/07

Corrected through NM Jan. 6/07, LNM Jan. 2/07

Corrected through NM Jan. 6/07, LNM Jan. 2/07

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

RULES OF THE ROAD (ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways. When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel. A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

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HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	GrS grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE		
CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)
*Recording (24 hours daily)		

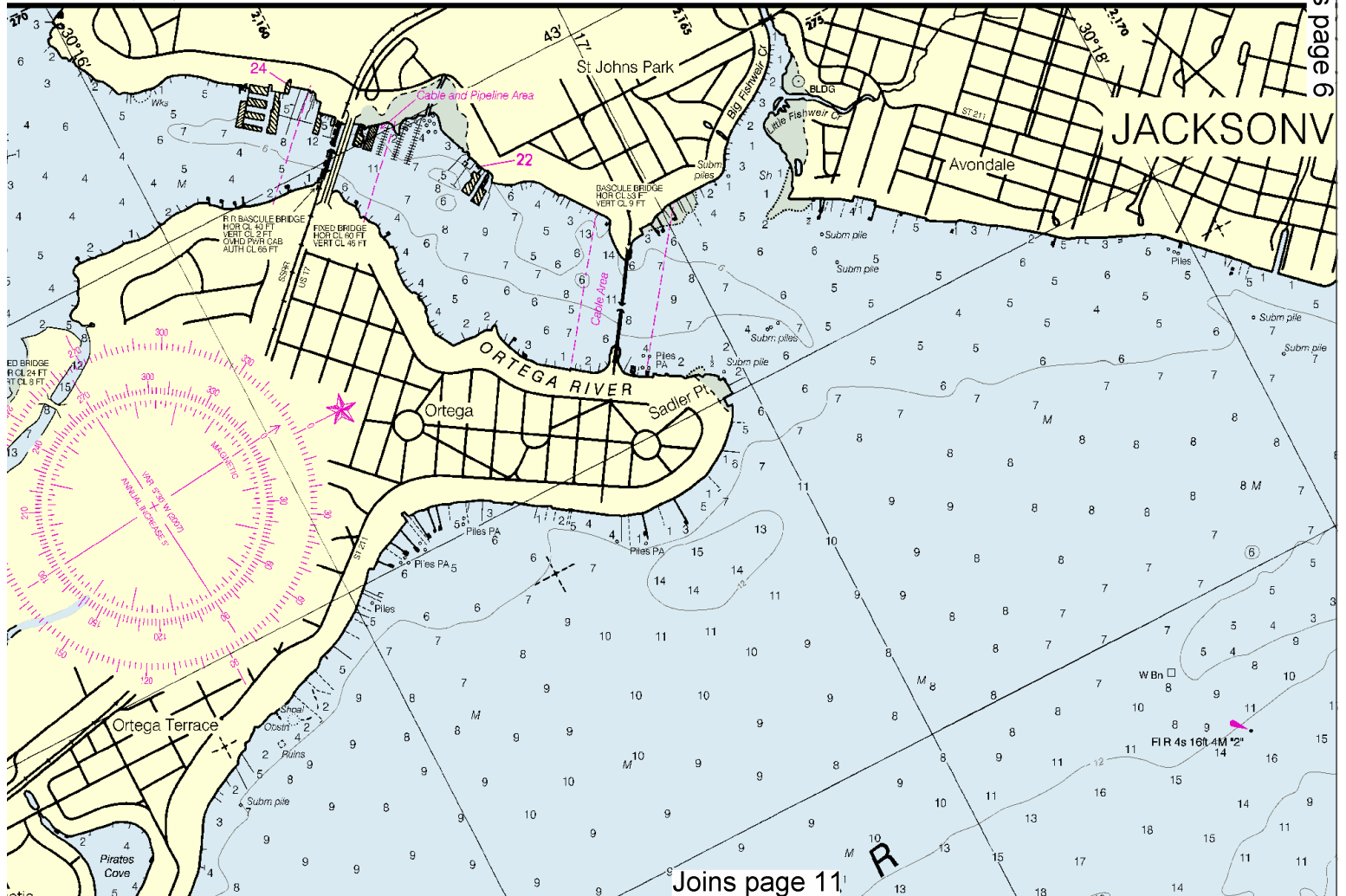
NOAA WEATHER RADIO BROADCASTS			
CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Jacksonville, FL	KHB-39	162.55	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS				
CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
Mayport, FL	NMA-10	2670 kHz 157.1 MHz	1:20 AM & PM 7:15 AM, 5:15 PM	*On receipt *On receipt

*Preceded by announcement on 2182 kHz / 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.8 MHz) VHF.

ED ON CHART 11492 (SIDE A)



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
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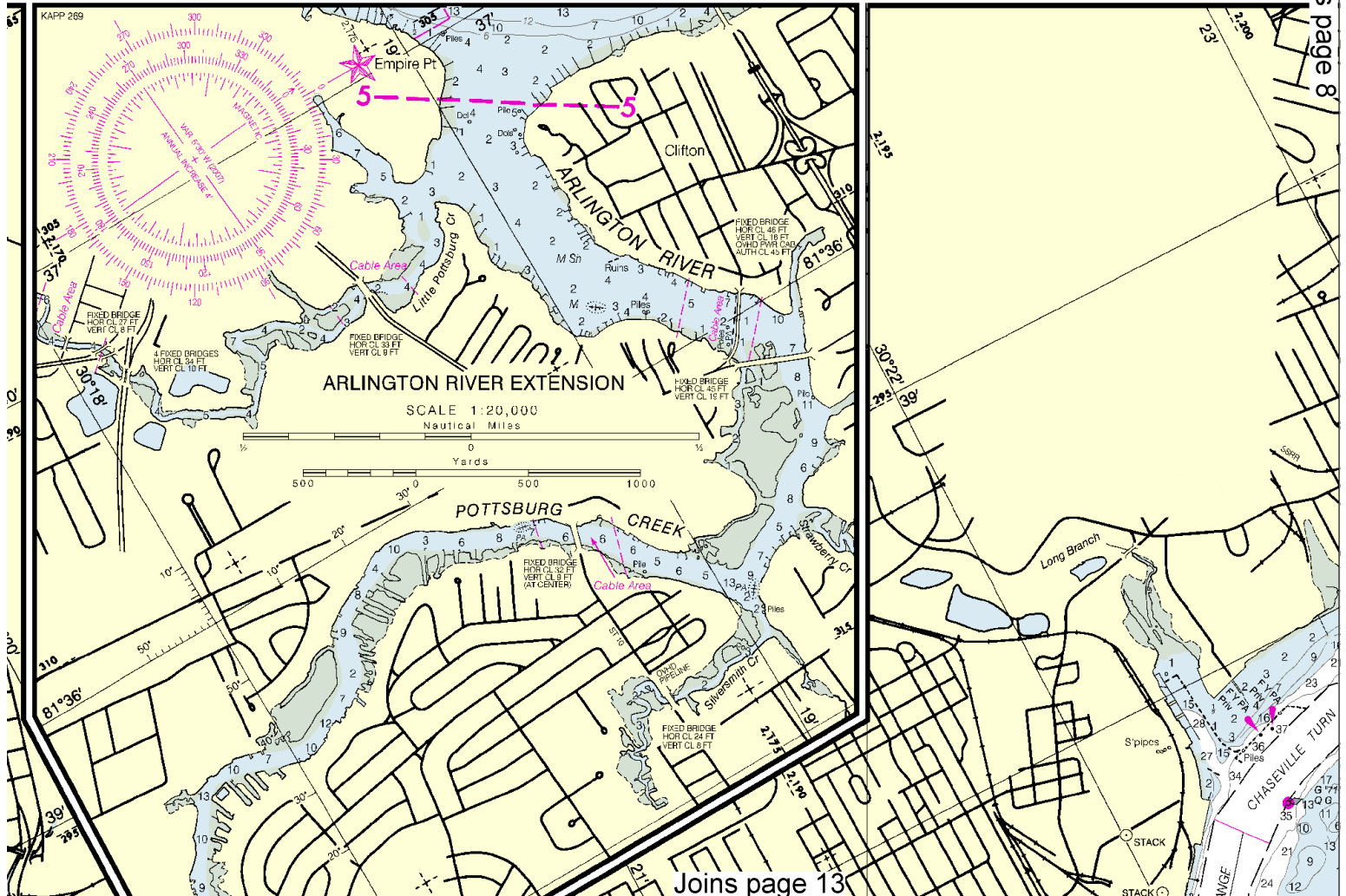
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— — — — — Pipeline Area
~~~~~ Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

Edition 1964

JOINS PANEL BELOW



# RULES OF THE ROAD (ABRIDGED)

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Motorboats approaching head to head or nearly so should pass port to port.

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Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

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## RACING BUOYS

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## PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus:

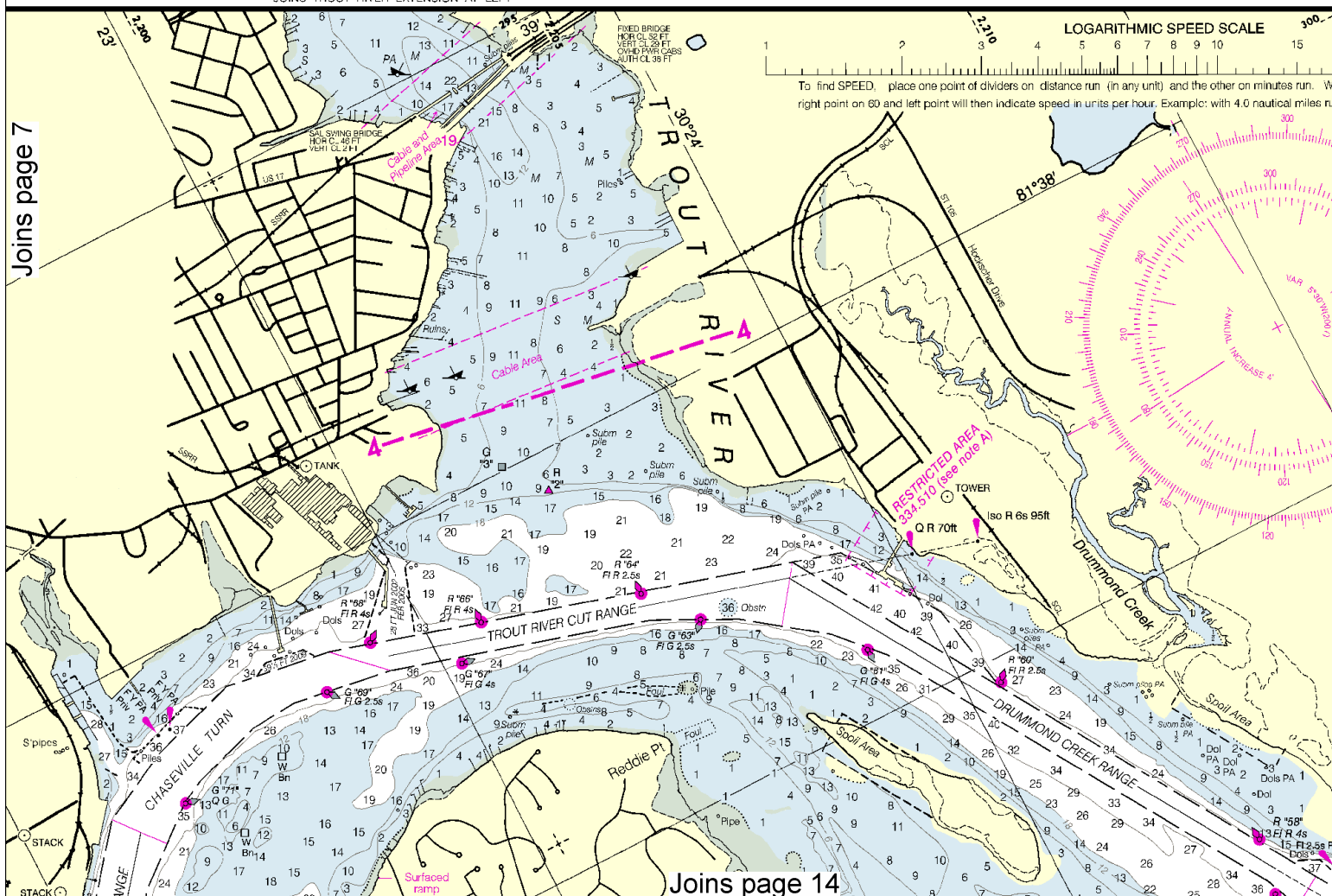
The last three digits are omitted.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

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JOINS TROUT RIVER EXTENSION AT LEFT



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

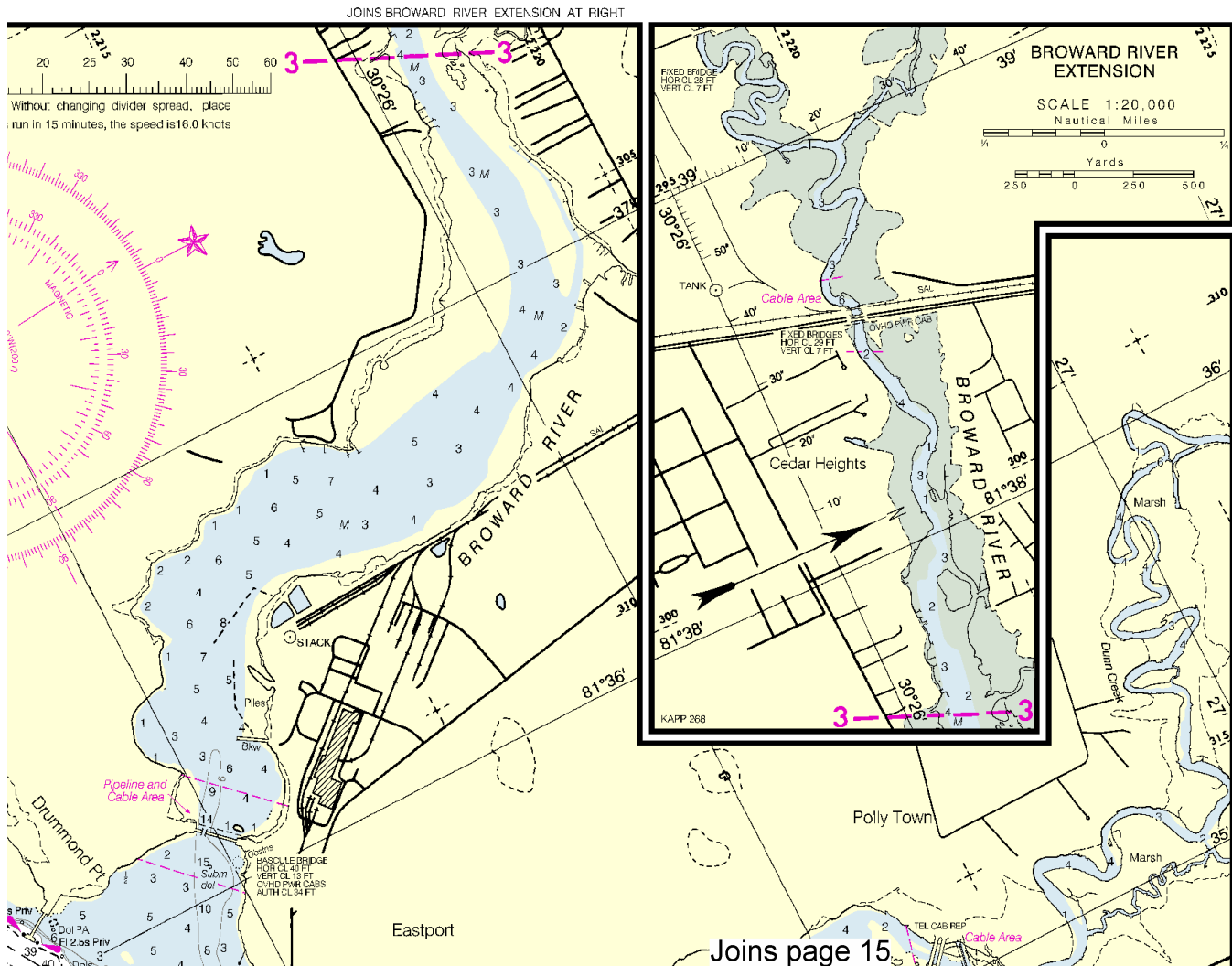


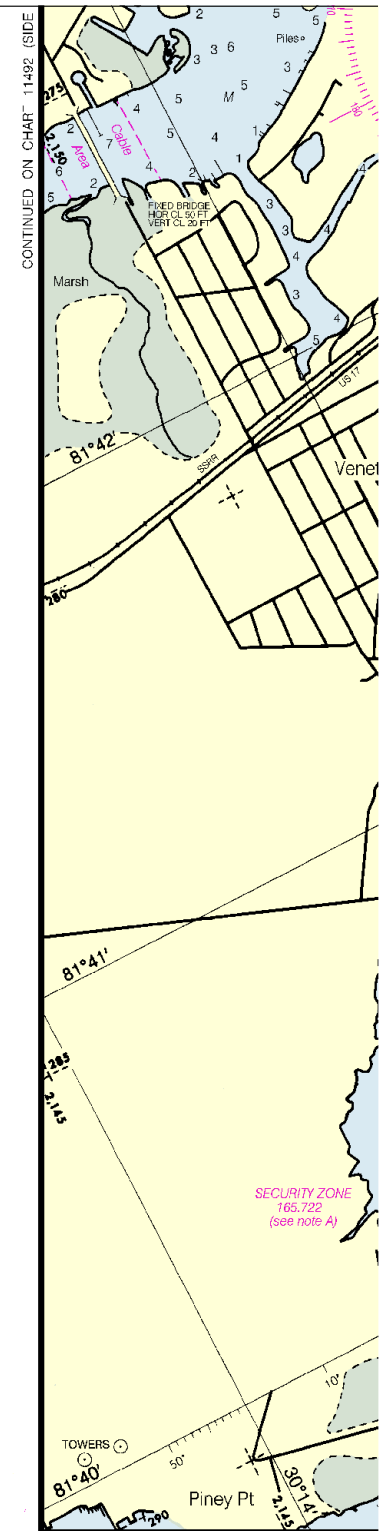
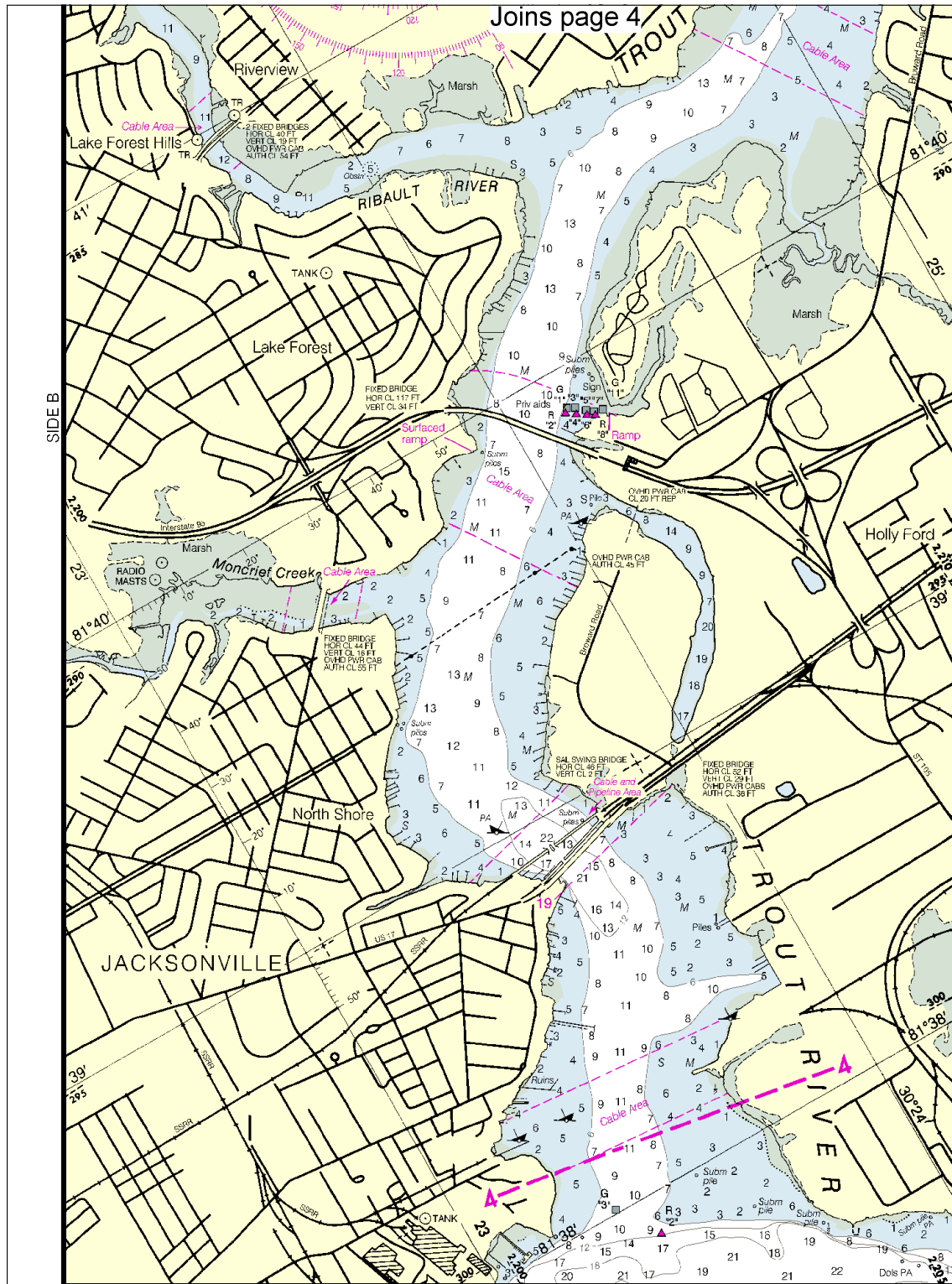


| ST. JOHNS RIVER CHANNEL DEPTHS                                                                   |                            |                           |                            |                             |                |                    |                            |                         |
|--------------------------------------------------------------------------------------------------|----------------------------|---------------------------|----------------------------|-----------------------------|----------------|--------------------|----------------------------|-------------------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2006<br>AND SURVEYS TO MAR 2008 |                            |                           |                            |                             |                |                    |                            |                         |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                           |                            |                           |                            |                             |                | PROJECT DIMENSIONS |                            |                         |
| NAME OF CHANNEL                                                                                  | LEFT<br>OUTSIDE<br>QUARTER | LEFT<br>INSIDE<br>QUARTER | RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF SURVEY | WIDTH<br>(FEET)    | LENGTH<br>(NAUT.<br>MILES) | DEPTH<br>MLLW<br>(FEET) |
| QUARANTINE I. UPPER RANGE                                                                        | 39.1                       | 41.5                      | 42.0                       | 32.6                        | 3-09           | 525-930            | 0.8                        | 40                      |
| BRILLS CUT RANGE                                                                                 | 35.2                       | 41.8                      | 41.1                       | 33.1                        | 3-09           | 425-600            | 1.0                        | 40                      |
| BROWARD POINT TURN                                                                               | 14.0                       | 36.7                      | 42.4                       | 40.0                        | 3-09           | 475-825            | 0.8                        | 40                      |
| DRUMMOND CREEK RANGE                                                                             | 33.3                       | 38.1                      | 34.6                       | 27.1                        | 3-09           | 375-850            | 1.3                        | 38-40                   |
| TROUT RIVER CUT RANGE                                                                            | 34.2                       | 37.7 A                    | 38.2                       | 30.0                        | 3-09           | 400-850            | 1.0                        | 38                      |
| CHASEVILLE TURN                                                                                  | 29.9                       | 36.4                      | 36.0                       | 33.0                        | 3-09           | 500-800            | 0.6                        | 38                      |
| LONG BRANCH RANGE                                                                                | 30.9                       | 36.8                      | 36.6                       | 34.6                        | 3-09           | 650-1325           | 0.6                        | 38                      |
| TERMINAL CHANNEL                                                                                 | 23.5                       | 28.7                      | 22.2                       | 19.2                        | 3-09           | 650-1325           | 3.1                        | 30-38                   |

A. EXCEPT FOR A 36 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 30°23'37.1" N, 081°37'25.6" W  
NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.





11491 36th Ed., Jan. /07; Corrected through NM Jan. 6/07, LNM Jan. 2/07

JOINS PANEL AT RIGHT

| JANUARY 2007 |      |         | FEBRUARY 2007 |        |         | MARCH 2007 |        |        | APRIL 2007 |        |         |        |      |
|--------------|------|---------|---------------|--------|---------|------------|--------|--------|------------|--------|---------|--------|------|
| Time         | HT.  |         | Time          | HT.    |         | Time       | HT.    |        | Time       | HT.    |         |        |      |
| Day          | h.m. | f.t.    | Day           | h.m.   | f.t.    | Day        | h.m.   | f.t.   | Day        | h.m.   | f.t.    |        |      |
| M 0529       | 3.1  | -8.0813 | 1 0116        | -0.6   | 16 0021 | -0.7       | 1 0214 | -0.2   | 16 0023    | -0.7   | 16 0023 | -0.7   |      |
| M 1238       | -0.2 | 1 1250  | 1 0325        | 4.7    | 16 0725 | 4.8        | 1 0725 | 4.8    | 16 0725    | 4.8    | 16 0725 | 4.8    |      |
| 1857         | 4.1  | 1859    | 3.7           | 1859   | 3.7     | 1859       | 3.7    | 1859   | 3.7        | 1859   | 3.7     | 1859   | 3.7  |
| 2 0036       | -0.6 | 2 0036  | -0.6          | 2 0036 | -0.6    | 2 0036     | -0.6   | 2 0036 | -0.6       | 2 0036 | -0.6    | 2 0036 | -0.6 |
| Tu 0731      | -0.3 | 7 0731  | -0.3          | 7 0731 | -0.3    | 7 0731     | -0.3   | 7 0731 | -0.3       | 7 0731 | -0.3    | 7 0731 | -0.3 |
| 1235         | -0.3 | 1235    | -0.3          | 1235   | -0.3    | 1235       | -0.3   | 1235   | -0.3       | 1235   | -0.3    | 1235   | -0.3 |
| 1847         | 4.1  | 1847    | 4.1           | 1847   | 4.1     | 1847       | 4.1    | 1847   | 4.1        | 1847   | 4.1     | 1847   | 4.1  |
| 3 0127       | -0.6 | 3 0127  | -0.6          | 3 0127 | -0.6    | 3 0127     | -0.6   | 3 0127 | -0.6       | 3 0127 | -0.6    | 3 0127 | -0.6 |
| W 0825       | 2.1  | W 0825  | 2.1           | W 0825 | 2.1     | W 0825     | 2.1    | W 0825 | 2.1        | W 0825 | 2.1     | W 0825 | 2.1  |

| MAY 2007 |      |         | JUNE 2007 |         |      |
|----------|------|---------|-----------|---------|------|
| Time     | HT.  |         | Time      | HT.     |      |
| Day      | h.m. | f.t.    | Day       | h.m.    | f.t. |
| 1 0140   | 0.1  | 1 0140  | 0.1       | 1 0140  | 0.1  |
| Tu 0748  | 4.1  | Tu 0748 | 4.1       | Tu 0748 | 4.1  |
| 1329     | -1.0 | 1329    | -1.0      | 1329    | -1.0 |
| 2011     | 4.9  | 2011    | 4.9       | 2011    | 4.9  |
| 2 0217   | 0.1  | 2 0217  | 0.1       | 2 0217  | 0.1  |
| W 0824   | 0.1  | W 0824  | 0.1       | W 0824  | 0.1  |
| 1329     | -1.0 | 1329    | -1.0      | 1329    | -1.0 |
| 2011     | 4.9  | 2011    | 4.9       | 2011    | 4.9  |
| 3 0221   | 0.1  | 3 0221  | 0.1       | 3 0221  | 0.1  |
| Th 0831  | 4.0  | Th 0831 | 4.0       | Th 0831 | 4.0  |

10

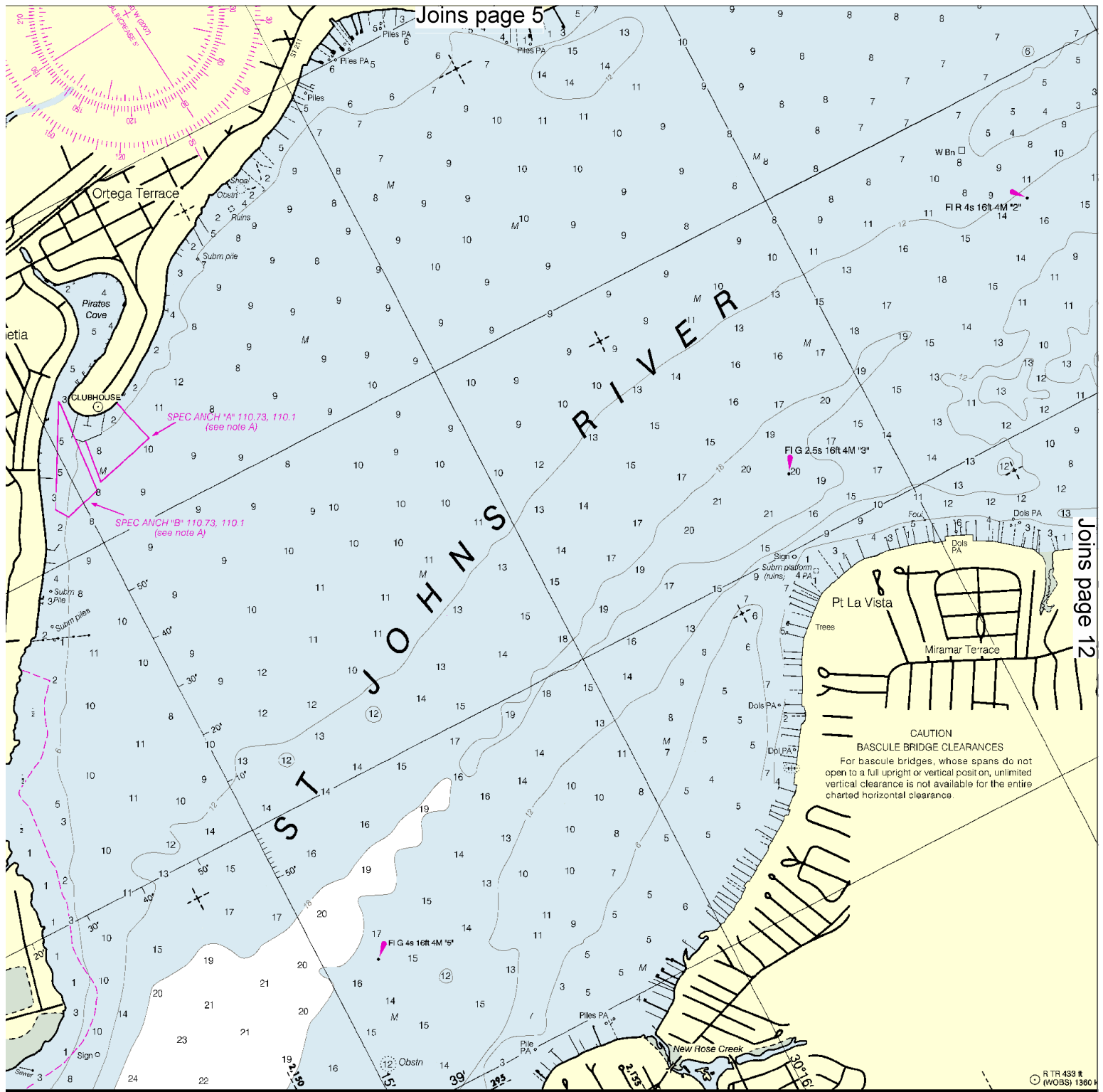
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







CONTINUED ON CHART 11492 (SIDE A)

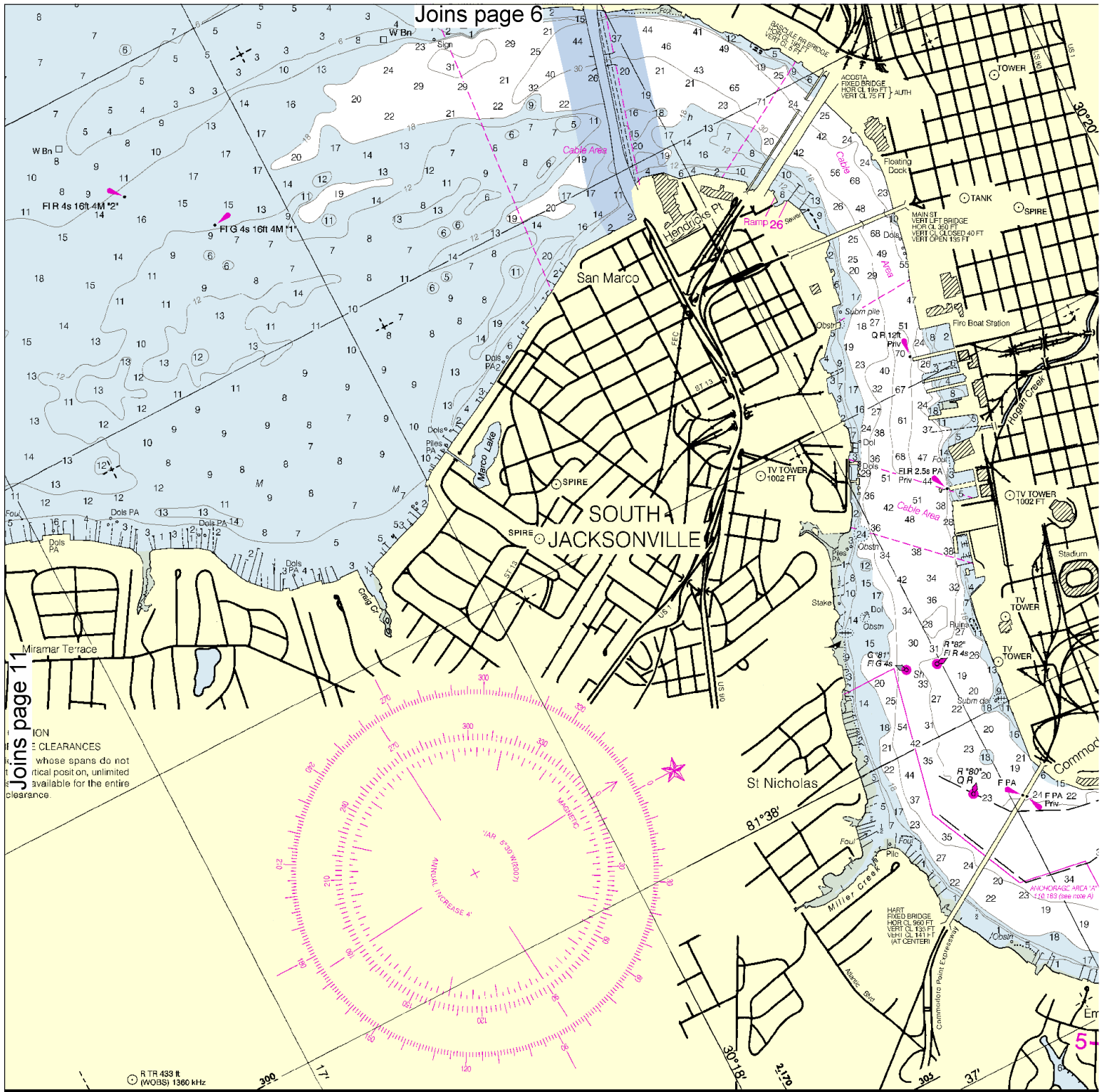
MAYPORT, FLA.  
Heights of high and low water—Eastern Standard Time. For Daylight Saving time, add 1 hour.  
At 15m, apply the time difference listed in the facility publications to these tide predictions.

| JUNE 2007 |     |         |      | JULY 2007 |      |         |      | AUGUST 2007 |      |         |      |
|-----------|-----|---------|------|-----------|------|---------|------|-------------|------|---------|------|
| Time      | Day | Time    | Day  | Time      | Day  | Time    | Day  | Time        | Day  | Time    | Day  |
| 0227      | 0.1 | 16 0238 | -0.6 | 1 0238    | 0.0  | 16 0236 | -0.3 | 1 0239      | -0.4 | 16 0411 | 0.2  |
| 0835      | 3.8 | 16 0823 | -1.1 | 8 0823    | -1.1 | 16 0823 | -1.1 | 8 0823      | -1.1 | 16 0823 | -1.1 |
| 1451      | 9.0 | 1454    | -0.2 | 1418      | -0.8 | 1528    | -0.9 | 1537        | -0.7 | 1535    | 0.5  |
| 2059      | 4.8 | 2149    | 5.2  | 2119      | 4.9  | 2223    | 5.1  | 2225        | 4.6  | 2225    | 4.6  |
| 0302      | 0.2 | 17 0345 | -0.5 | 2 0316    | -0.1 | 17 0410 | -0.2 | 2 0412      | -0.4 | 17 0446 | 0.4  |
| 0910      | 8.2 | 16 0914 | -1.1 | 9 0936    | -1.0 | 16 0936 | -1.0 | 9 0936      | -1.0 | 16 0936 | -1.0 |
| 1519      | 4.5 | 1524    | -0.4 | 1522      | -0.5 | 1616    | 0.0  | 1616        | 0.0  | 1616    | 0.0  |
| 2136      | 4.8 | 2236    | -0.0 | 2252      | 4.9  | 2354    | 4.7  | 2354        | 4.7  | 2354    | 4.7  |
| 0338      | 0.2 | 18 0436 | -0.8 | 3 0336    | -0.1 | 18 0433 | -0.0 | 3 0430      | -0.4 | 18 0433 | -0.7 |
| 0959      | 3.8 | 16 1104 | -1.1 | 10 1025   | -1.1 | 17 1123 | -1.2 | 17 1123     | -1.2 | 17 1123 | -1.2 |

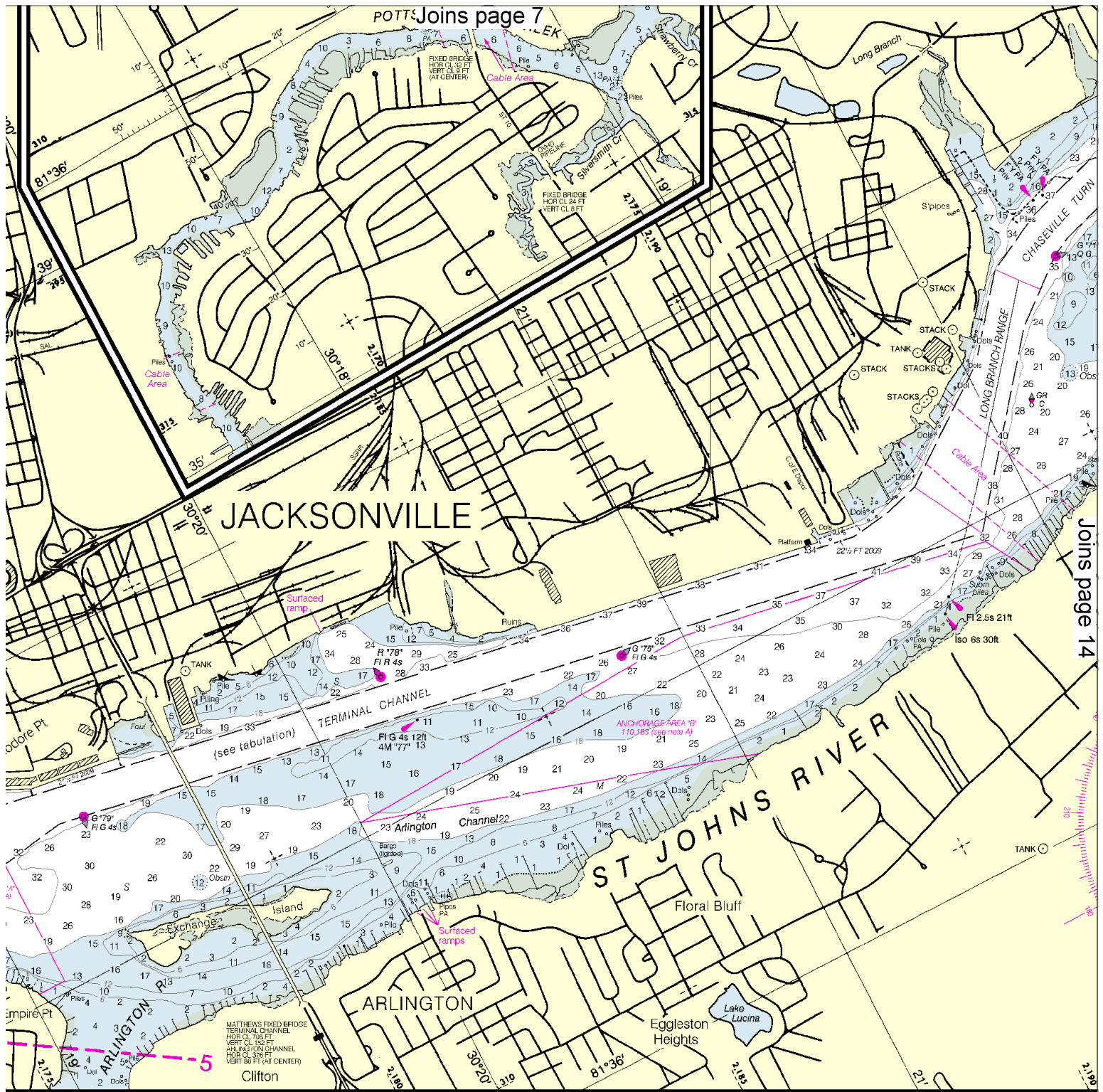
| SEPTEMBER 2007 |      |         |     | OCTOBER 2007 |     |         |     | NOVEMBER 2007 |     |         |     | DECEMBER 2007 |     |         |     |
|----------------|------|---------|-----|--------------|-----|---------|-----|---------------|-----|---------|-----|---------------|-----|---------|-----|
| Time           | Day  | Time    | Day | Time         | Day | Time    | Day | Time          | Day | Time    | Day | Time          | Day | Time    | Day |
| 0433           | -0.3 | 16 0430 | 1.0 | 1 0509       | 0.3 | 16 0426 | 1.3 | 1 0114        | 4.7 | 16 0311 | 1.4 | 1 0151        | 4.5 | 16 0039 | 4.4 |
| 0811           | 1.23 | 16 1122 | 5.0 | 8 1202       | 5.9 | 16 1129 | 5.2 | 8 0704        | 0.8 | 16 1234 | 7.3 | 8 0745        | 0.9 | 16 0921 | 0.5 |
| 1317           | 0.0  | 17 1327 | 1.4 | 13 1808      | 0.8 | 17 1329 | 1.4 | 13 1848       | 1.3 | 17 1348 | 1.3 | 17 1348       | 1.3 | 17 1348 | 1.3 |
| 1927           | 0.0  | 17 1927 | 1.2 | 2 0026       | 4.9 | 17 0513 | 1.4 | 2 0021        | 4.7 | 17 0102 | 4.5 | 2 0022        | 4.6 | 17 0134 | 4.5 |
| 0519           | 1.8  | 16 0520 | 5.0 | 16 0520      | 5.0 | 16 0520 | 5.0 | 16 0520       | 5.0 | 16 0520 | 5.0 | 16 0520       | 5.0 | 16 0520 | 5.0 |
| 1127           | 1.6  | 1616    | 1.6 | 1616         | 1.6 | 1616    | 1.6 | 1616          | 1.6 | 1616    | 1.6 | 1616          | 1.6 | 1616    | 1.6 |
| 1705           | 1.0  | 1705    | 1.0 | 1705         | 1.0 | 1705    | 1.0 | 1705          | 1.0 | 1705    | 1.0 | 1705          | 1.0 | 1705    | 1.0 |
| 2303           | 4.7  | 18 0017 | 4.4 | 3 0130       | 4.4 | 18 0020 | 4.6 | 3 0130        | 4.4 | 18 0020 | 4.6 | 3 0130        | 4.4 | 18 0020 | 4.6 |
| 0827           | 0.2  | 18 0552 | 1.3 | 4 0720       | 0.1 | 18 0552 | 1.3 | 4 0720        | 0.1 | 18 0552 | 1.3 | 4 0720        | 0.1 | 18 0552 | 1.3 |

Joins page 17

| ST. JOHNS                                 |  |         |         |
|-------------------------------------------|--|---------|---------|
| TABULATED FROM SURVEYS BY THE U.S. NAVY   |  |         |         |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET A |  |         |         |
| NAME OF CHANNEL                           |  | LEFT    | RIGHT   |
|                                           |  | OUTSIDE | INSIDE  |
|                                           |  | QUARTER | QUARTER |
| ST. JOHNS BAR CUT RANGE                   |  |         |         |







JOINS ARLINGTON RIVER EXTENSION

#### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the Federal laws apply. The Three Nautical Mile Line, previously identified as the limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect as the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

#### WARNING

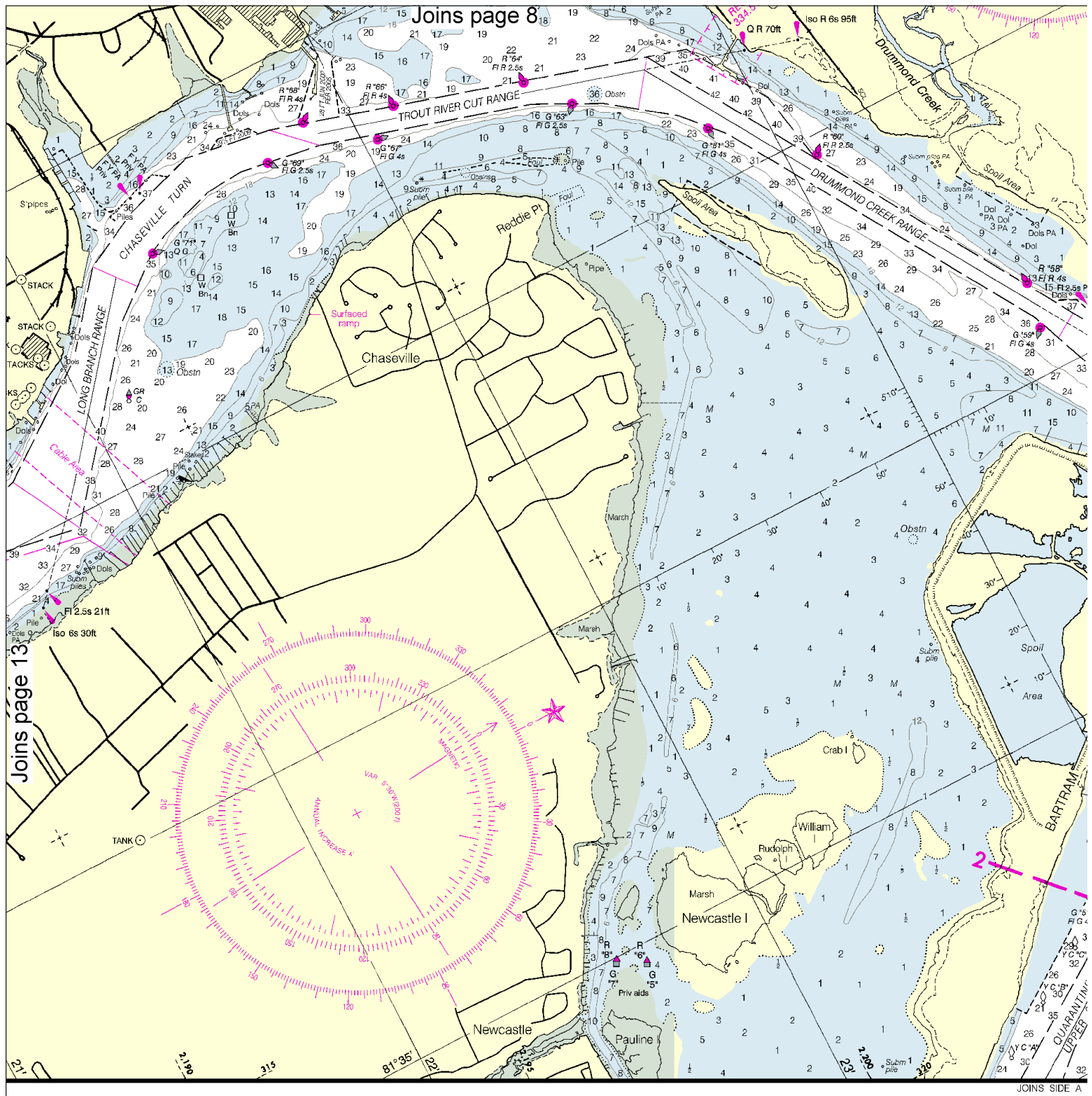
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### INTRACOASTAL WATERWAY AIDS

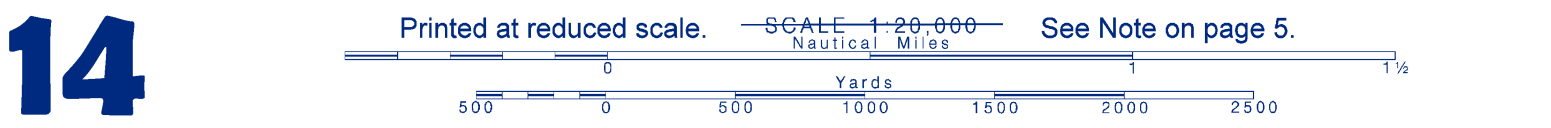
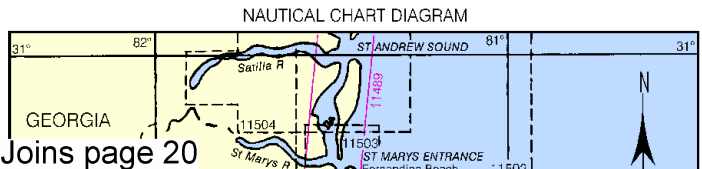
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

MARINE WEATHER FORECAST  
NATIONAL WEATHER SERVICE  
CITY  
Jacksonville, FL

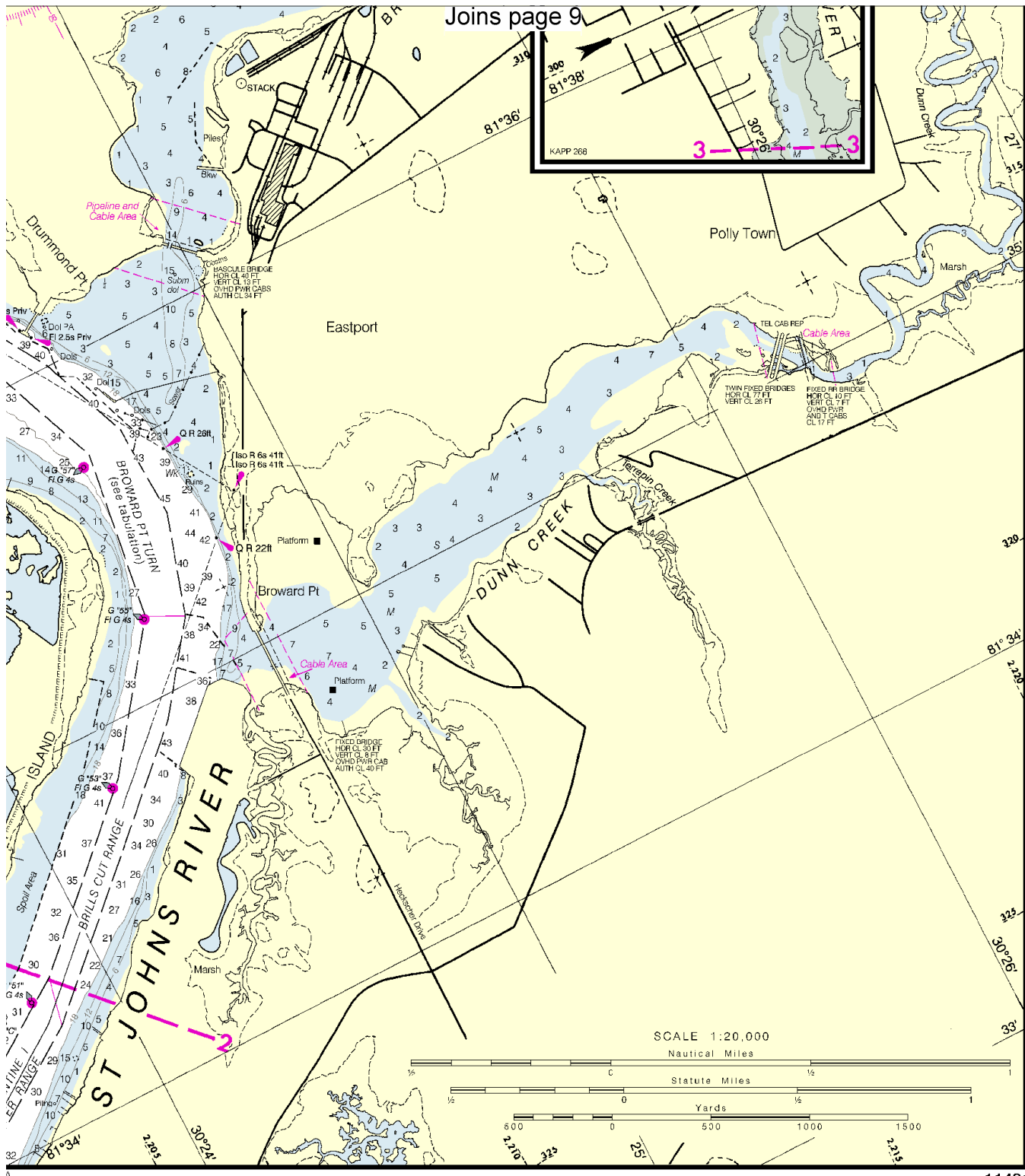
Joins page 19



MARINE WEATHER FORECASTS  
 NATIONAL WEATHER SERVICE  
 CITY TELEPHONE NUMBER OFFICE HOURS  
 Jacksonville, FL (904) 741-4311 6:30 AM-5:00 PM (Mon-Fri)







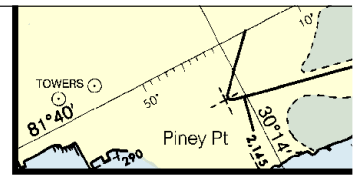
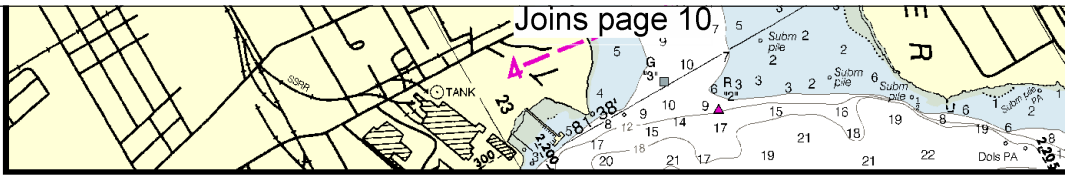
SIDE B

# NAUTICAL CHART 11491

MERCATOR PROJECTION AT SCALE 1:20,000 AT LAT 30°20'  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
 NORTH AMERICAN DATUM OF 1983

Joins page 21





11491 36th Ed., Jan. /07; Corrected through NM Jan. 6/07, LNM Jan. 2/07

JOINS PANEL AT RIGHT

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from the charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

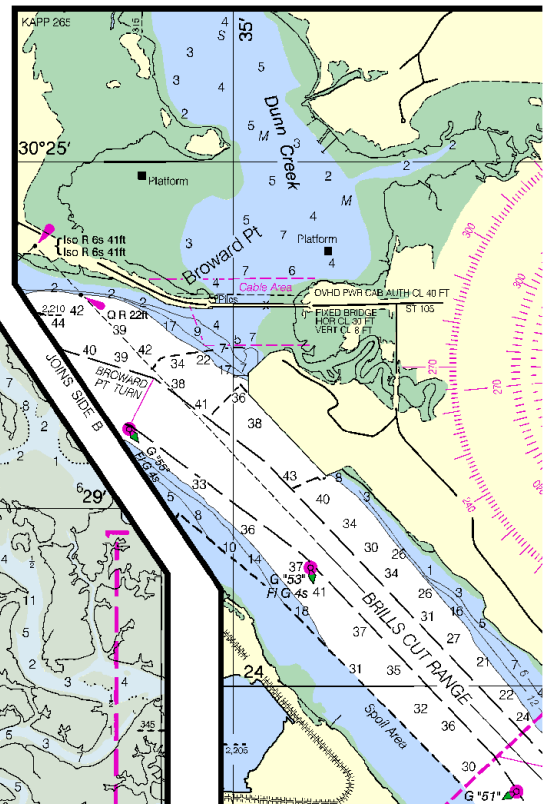
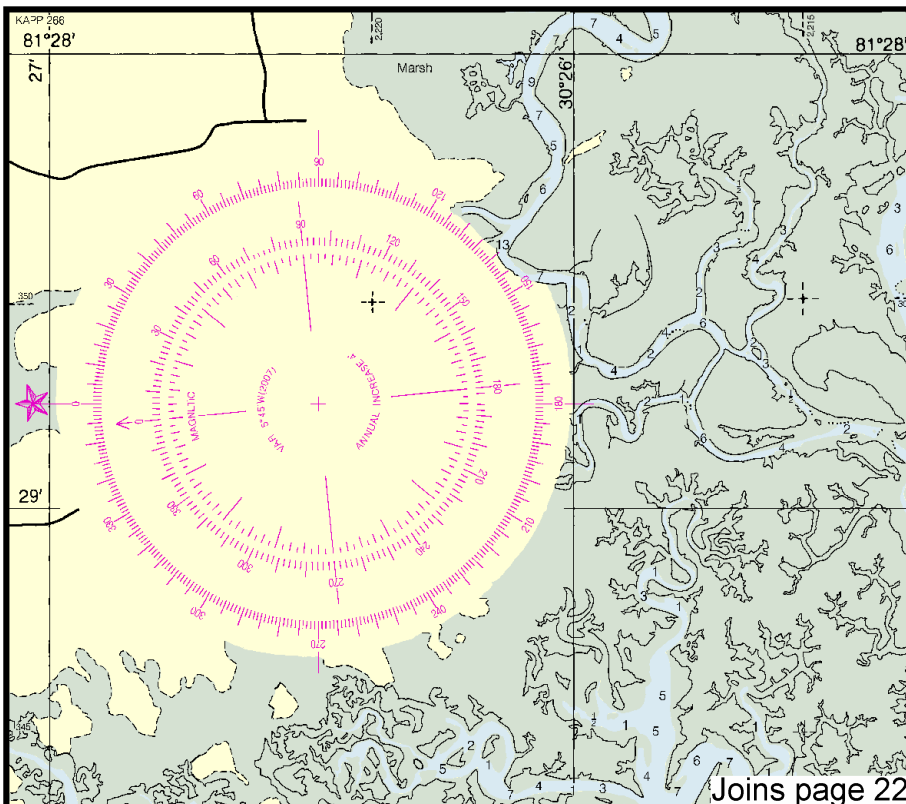
#### CAUTION

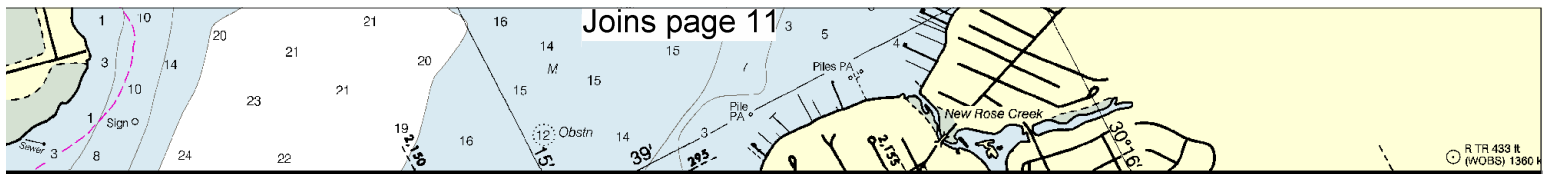
##### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

| JANUARY 2007 |      |       | FEBRUARY 2007 |      |      | MARCH 2007 |      |      | APRIL 2007 |      |      |
|--------------|------|-------|---------------|------|------|------------|------|------|------------|------|------|
| Day          | Time | HT.   | Day           | Time | HT.  | Day        | Time | HT.  | Day        | Time | HT.  |
| 1            | 0529 | 0.1   | 1             | 0513 | 4.5  | 1          | 0521 | -0.7 | 1          | 0525 | -0.1 |
| 2            | 0530 | -0.6  | 2             | 0503 | -0.3 | 2          | 0522 | -0.4 | 2          | 0526 | -0.1 |
| 3            | 0531 | -1.1  | 3             | 0504 | -0.3 | 3          | 0523 | -0.4 | 3          | 0527 | -0.1 |
| 4            | 0532 | -1.6  | 4             | 0505 | -0.3 | 4          | 0524 | -0.4 | 4          | 0528 | -0.1 |
| 5            | 0533 | -2.1  | 5             | 0506 | -0.3 | 5          | 0525 | -0.4 | 5          | 0529 | -0.1 |
| 6            | 0534 | -2.6  | 6             | 0507 | -0.3 | 6          | 0526 | -0.4 | 6          | 0530 | -0.1 |
| 7            | 0535 | -3.1  | 7             | 0508 | -0.3 | 7          | 0527 | -0.4 | 7          | 0531 | -0.1 |
| 8            | 0536 | -3.6  | 8             | 0509 | -0.3 | 8          | 0528 | -0.4 | 8          | 0532 | -0.1 |
| 9            | 0537 | -4.1  | 9             | 0510 | -0.3 | 9          | 0529 | -0.4 | 9          | 0533 | -0.1 |
| 10           | 0538 | -4.6  | 10            | 0511 | -0.3 | 10         | 0530 | -0.4 | 10         | 0534 | -0.1 |
| 11           | 0539 | -5.1  | 11            | 0512 | -0.3 | 11         | 0531 | -0.4 | 11         | 0535 | -0.1 |
| 12           | 0540 | -5.6  | 12            | 0513 | -0.3 | 12         | 0532 | -0.4 | 12         | 0536 | -0.1 |
| 13           | 0541 | -6.1  | 13            | 0514 | -0.3 | 13         | 0533 | -0.4 | 13         | 0537 | -0.1 |
| 14           | 0542 | -6.6  | 14            | 0515 | -0.3 | 14         | 0534 | -0.4 | 14         | 0538 | -0.1 |
| 15           | 0543 | -7.1  | 15            | 0516 | -0.3 | 15         | 0535 | -0.4 | 15         | 0539 | -0.1 |
| 16           | 0544 | -7.6  | 16            | 0517 | -0.3 | 16         | 0536 | -0.4 | 16         | 0540 | -0.1 |
| 17           | 0545 | -8.1  | 17            | 0518 | -0.3 | 17         | 0537 | -0.4 | 17         | 0541 | -0.1 |
| 18           | 0546 | -8.6  | 18            | 0519 | -0.3 | 18         | 0538 | -0.4 | 18         | 0542 | -0.1 |
| 19           | 0547 | -9.1  | 19            | 0520 | -0.3 | 19         | 0539 | -0.4 | 19         | 0543 | -0.1 |
| 20           | 0548 | -9.6  | 20            | 0521 | -0.3 | 20         | 0540 | -0.4 | 20         | 0544 | -0.1 |
| 21           | 0549 | -10.1 | 21            | 0522 | -0.3 | 21         | 0541 | -0.4 | 21         | 0545 | -0.1 |
| 22           | 0550 | -10.6 | 22            | 0523 | -0.3 | 22         | 0542 | -0.4 | 22         | 0546 | -0.1 |
| 23           | 0551 | -11.1 | 23            | 0524 | -0.3 | 23         | 0543 | -0.4 | 23         | 0547 | -0.1 |
| 24           | 0552 | -11.6 | 24            | 0525 | -0.3 | 24         | 0544 | -0.4 | 24         | 0548 | -0.1 |
| 25           | 0553 | -12.1 | 25            | 0526 | -0.3 | 25         | 0545 | -0.4 | 25         | 0549 | -0.1 |
| 26           | 0554 | -12.6 | 26            | 0527 | -0.3 | 26         | 0546 | -0.4 | 26         | 0550 | -0.1 |
| 27           | 0555 | -13.1 | 27            | 0528 | -0.3 | 27         | 0547 | -0.4 | 27         | 0551 | -0.1 |
| 28           | 0556 | -13.6 | 28            | 0529 | -0.3 | 28         | 0548 | -0.4 | 28         | 0552 | -0.1 |
| 29           | 0557 | -14.1 | 29            | 0530 | -0.3 | 29         | 0549 | -0.4 | 29         | 0553 | -0.1 |
| 30           | 0558 | -14.6 | 30            | 0531 | -0.3 | 30         | 0550 | -0.4 | 30         | 0554 | -0.1 |
| 31           | 0559 | -15.1 | 31            | 0532 | -0.3 | 31         | 0551 | -0.4 | 31         | 0555 | -0.1 |

| MAY 2007 |      |       | JUNE 2007 |      |      | JULY 2007 |      |      | AUGUST 2007 |      |      |
|----------|------|-------|-----------|------|------|-----------|------|------|-------------|------|------|
| Day      | Time | HT.   | Day       | Time | HT.  | Day       | Time | HT.  | Day         | Time | HT.  |
| 1        | 0600 | -15.6 | 1         | 0602 | -0.3 | 1         | 0604 | -0.4 | 1           | 0606 | -0.1 |
| 2        | 0601 | -16.1 | 2         | 0603 | -0.3 | 2         | 0605 | -0.4 | 2           | 0607 | -0.1 |
| 3        | 0602 | -16.6 | 3         | 0604 | -0.3 | 3         | 0606 | -0.4 | 3           | 0608 | -0.1 |
| 4        | 0603 | -17.1 | 4         | 0605 | -0.3 | 4         | 0607 | -0.4 | 4           | 0609 | -0.1 |
| 5        | 0604 | -17.6 | 5         | 0606 | -0.3 | 5         | 0608 | -0.4 | 5           | 0610 | -0.1 |
| 6        | 0605 | -18.1 | 6         | 0607 | -0.3 | 6         | 0609 | -0.4 | 6           | 0611 | -0.1 |
| 7        | 0606 | -18.6 | 7         | 0608 | -0.3 | 7         | 0610 | -0.4 | 7           | 0612 | -0.1 |
| 8        | 0607 | -19.1 | 8         | 0609 | -0.3 | 8         | 0611 | -0.4 | 8           | 0613 | -0.1 |
| 9        | 0608 | -19.6 | 9         | 0610 | -0.3 | 9         | 0612 | -0.4 | 9           | 0614 | -0.1 |
| 10       | 0609 | -20.1 | 10        | 0611 | -0.3 | 10        | 0613 | -0.4 | 10          | 0615 | -0.1 |
| 11       | 0610 | -20.6 | 11        | 0612 | -0.3 | 11        | 0614 | -0.4 | 11          | 0616 | -0.1 |
| 12       | 0611 | -21.1 | 12        | 0613 | -0.3 | 12        | 0615 | -0.4 | 12          | 0617 | -0.1 |
| 13       | 0612 | -21.6 | 13        | 0614 | -0.3 | 13        | 0616 | -0.4 | 13          | 0618 | -0.1 |
| 14       | 0613 | -22.1 | 14        | 0615 | -0.3 | 14        | 0617 | -0.4 | 14          | 0619 | -0.1 |
| 15       | 0614 | -22.6 | 15        | 0616 | -0.3 | 15        | 0618 | -0.4 | 15          | 0620 | -0.1 |
| 16       | 0615 | -23.1 | 16        | 0617 | -0.3 | 16        | 0619 | -0.4 | 16          | 0621 | -0.1 |
| 17       | 0616 | -23.6 | 17        | 0618 | -0.3 | 17        | 0620 | -0.4 | 17          | 0622 | -0.1 |
| 18       | 0617 | -24.1 | 18        | 0619 | -0.3 | 18        | 0621 | -0.4 | 18          | 0623 | -0.1 |
| 19       | 0618 | -24.6 | 19        | 0620 | -0.3 | 19        | 0622 | -0.4 | 19          | 0624 | -0.1 |
| 20       | 0619 | -25.1 | 20        | 0621 | -0.3 | 20        | 0623 | -0.4 | 20          | 0625 | -0.1 |
| 21       | 0620 | -25.6 | 21        | 0622 | -0.3 | 21        | 0624 | -0.4 | 21          | 0626 | -0.1 |
| 22       | 0621 | -26.1 | 22        | 0623 | -0.3 | 22        | 0625 | -0.4 | 22          | 0627 | -0.1 |
| 23       | 0622 | -26.6 | 23        | 0624 | -0.3 | 23        | 0626 | -0.4 | 23          | 0628 | -0.1 |
| 24       | 0623 | -27.1 | 24        | 0625 | -0.3 | 24        | 0627 | -0.4 | 24          | 0629 | -0.1 |
| 25       | 0624 | -27.6 | 25        | 0626 | -0.3 | 25        | 0628 | -0.4 | 25          | 0630 | -0.1 |
| 26       | 0625 | -28.1 | 26        | 0627 | -0.3 | 26        | 0629 | -0.4 | 26          | 0631 | -0.1 |
| 27       | 0626 | -28.6 | 27        | 0628 | -0.3 | 27        | 0630 | -0.4 | 27          | 0632 | -0.1 |
| 28       | 0627 | -29.1 | 28        | 0629 | -0.3 | 28        | 0631 | -0.4 | 28          | 0633 | -0.1 |
| 29       | 0628 | -29.6 | 29        | 0630 | -0.3 | 29        | 0632 | -0.4 | 29          | 0634 | -0.1 |
| 30       | 0629 | -30.1 | 30        | 0631 | -0.3 | 30        | 0633 | -0.4 | 30          | 0635 | -0.1 |
| 31       | 0630 | -30.6 | 31        | 0632 | -0.3 | 31        | 0634 | -0.4 | 31          | 0636 | -0.1 |





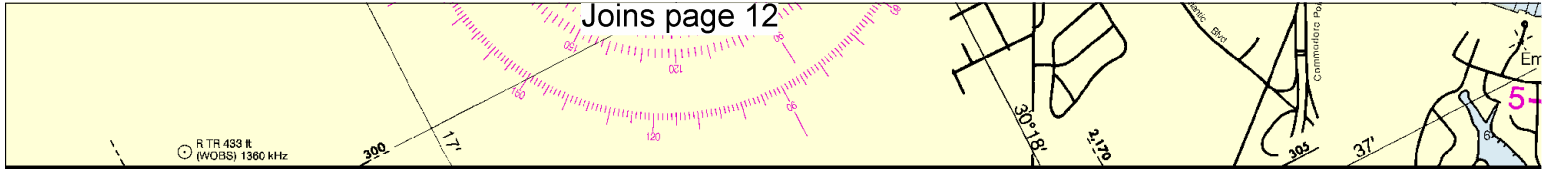
CONTINUED ON CHART 11492 (SIDE A)

# MAYPORT, FLA.

Heights of high and low water—Eastern Standard Time. For Daylight Saving time, add 1 hour.  
At low, apply the time difference listed in the usability tabulations to these tide predictions.

| JUNE 2007 |      |         |      | JULY 2007 |      |         |      | AUGUST 2007 |      |         |      |
|-----------|------|---------|------|-----------|------|---------|------|-------------|------|---------|------|
| Time      | Day  | Time    | Day  | Time      | Day  | Time    | Day  | Time        | Day  | Time    | Day  |
| 0227      | 01   | 16 0238 | -0.8 | 01 0238   | 0.0  | 16 0238 | -0.3 | 01 0239     | -0.4 | 16 0411 | 0.2  |
| 0830      | 3.8  | Se 0622 | -1.1 | 08 0630   | -0.3 | 16 0622 | -0.2 | W 1004      | 4.7  | Th 1247 | 4.6  |
| 0950      | 0.8  | 2146    | 5.2  | 2119      | 4.5  | 2123    | 4.7  | 2202        | 5.1  | 2205    | 4.8  |
| 1310      | 13   | 16 0518 | -1.4 | 13 0518   | -0.6 | 16 0518 | -0.6 | 13 0519     | -0.7 | 16 0519 | -0.7 |
| 1918      | 19   | Su 1014 | -1.5 | M 0939    | -0.4 | 16 0939 | -0.4 | Th 1063     | 4.9  | Th 1125 | 4.8  |
| 2158      | 21   | 2238    | 5.0  | 2220      | 4.6  | 2254    | 4.7  | 2310        | 5.0  | 2322    | 4.8  |
| 0302      | 02   | 18 0438 | -0.3 | 3 0339    | -0.1 | 18 0435 | 0.0  | 3 0449      | 0.0  | 18 0522 | 0.7  |
| 0920      | 09   | M 0524  | -1.1 | 18 0524   | -0.2 | 17 1005 | -0.2 | 2 143       | 5.0  | 18 1111 | 1.1  |
| 1317      | 10   | 1839    | -0.1 | 2044      | 4.6  | 1708    | 0.3  | 1729        | 0.1  |         |      |
| 2219      | 22   |         |      | 2329      | 4.8  | 2337    | 4.2  | 2308        | 4.8  |         |      |
| 0417      | 02   | 19 0530 | -0.1 | 4 0459    | -0.2 | 19 0538 | 0.2  | 4 0551      | -0.3 | 19 0501 | 4.3  |
| 1042      | 3.9  | Th 1154 | 4.4  | W 1112    | 4.3  | Th 1206 | 4.3  | Se 1236     | 5.1  | Su 0961 | 0.9  |
| 1805      | 18   |         |      | 1805      | 0.0  | 1805    | 0.0  | 1805        | 0.0  | 1804    | 1.3  |
| 2302      | 23   | 20 0610 | -0.8 | 20 0612   | -0.3 | 20 0612 | 0.3  | 3 0051      | 4.6  |         |      |
| 0550      | 05   | W 0621  | -0.1 | Th 1205   | 4.6  | F 0919  | 0.3  | Su 0457     | -0.1 | M 0944  | 1.0  |
| 1128      | 11   | 2106    | 4.7  | 1722      | 0.1  | 1853    | 0.8  | 1942        | 0.3  | 1956    | 1.5  |
| 1751      | 17   |         |      | 6 0016    | 4.7  | 21 0052 | -0.1 | 01 0151     | 4.3  | 21 0141 | -4.1 |
| 0030      | 07   | 22 0140 | -0.2 | 22 0148   | -0.1 | 22 0148 | -0.1 | 22 0148     | -0.1 | 22 0148 | -0.1 |
| 0705      | 07   | 22 0140 | -0.2 | 22 0148   | -0.1 | 22 0148 | -0.1 | 22 0148     | -0.1 | 22 0148 | -0.1 |
| 1310      | 13   | 22 0332 | 0.8  | Se 0712   | -0.3 | 22 0332 | 0.8  | 22 0332     | 0.8  | 22 0332 | 0.8  |
| 1915      | 19   |         |      | 1953      | 0.3  | 22 0332 | 0.8  | 22 0332     | 0.8  | 22 0332 | 0.8  |
| 2158      | 21   |         |      | 2158      | 0.3  | 22 0332 | 0.8  | 22 0332     | 0.8  | 22 0332 | 0.8  |
| 0302      | 02   | Se 0811 | -0.4 | Su 0809   | -0.3 | 18 0829 | 0.2  | W 0962      | 0.1  | Th 0922 | 1.0  |
| 0920      | 09   | 2108    | 0.9  | 2100      | 0.3  | 2136    | 1.1  | 2255        | 0.3  | 2236    | 1.3  |
| 1317      | 13   | 24 0930 | 3.8  | 0 0310    | -0.1 | 24 0931 | 3.9  | 0 0315      | -0.1 | 24 0936 | 4.1  |
| 1918      | 19   | 1813    | -0.3 | 1813      | -0.3 | 1813    | -0.3 | 1813        | -0.3 | 1813    | -0.3 |
| 2158      | 21   | 1610    | -0.4 | 1650      | -0.5 | 1650    | -0.5 | 1756        | -0.2 | 1719    | 0.9  |
| 0302      | 02   | 1610    | -0.4 | 1650      | -0.5 | 1650    | -0.5 | 1756        | -0.2 | 1719    | 0.9  |
| 0920      | 09   | 22 0412 | 3.7  | 10 0418   | 0.4  | 25 0417 | 0.0  | 10 0513     | 4.2  | 25 0532 | 4.3  |
| 1310      | 13   | M 1008  | 0.4  | Th 1004   | -0.4 | W 1004  | -0.4 | 11 053      | -0.1 | Se 1133 | 0.5  |
| 1918      | 19   | 1408    | 1.7  | 1408      | 1.7  | 2317    | 0.9  |             |      |         |      |
| 2117      | 21   | 2306    | 0.7  | 2307      | 0.1  |         |      |             |      |         |      |
| 0428      | 04   | 20 0510 | -0.5 | 20 0510   | -0.5 | 11 0047 | -0.2 | 26 0012     | 0.7  | 26 0012 | 0.7  |
| 1054      | 10   | Th 1048 | 0.4  | W 1014    | -0.4 | Th 1053 | 0.5  | Se 0709     | 4.3  | Su 0924 | 4.5  |
| 1820      | 18   | 2155    | 0.8  | 1805      | 5.2  | Th 1055 | 0.7  | 1838        | 4.3  | 1836    | 5.6  |
| 2436      | 24   | 2155    | 0.8  |           |      |         |      |             |      |         |      |
| 0651      | 06   | 27 0551 | 3.7  | 12 0006   | -0.1 | 27 0055 | -0.2 | 12 0235     | -0.2 | 27 0056 | 0.3  |
| 1307      | 13   | 27 0551 | 3.7  | 12 0006   | -0.1 | 27 0055 | -0.2 | 12 0235     | -0.2 | 27 0056 | 0.3  |
| 1918      | 19   | 1823    | 4.7  | 13 0102   | -0.2 | 13 0102 | -0.2 | 13 0102     | -0.2 | 13 0102 | -0.2 |
| 0015      | 01   | 23 0540 | -0.4 | 13 1027   | -0.2 | 28 0904 | 0.4  | 13 0218     | -0.1 | 28 0917 | 0.3  |
| 0638      | 06   | Th 0539 | -0.7 | F 072     | -0.4 | Se 0922 | -0.4 | 4 0443      | 4.5  | Th 0902 | 5.0  |
| 1210      | 12   | 1912    | 4.7  | 1319      | 4.9  | 1927    | 5.0  | 2105        | 6.1  | 2027    | 5.7  |
| 1911      | 19   | 1912    | 4.7  | 1954      | 5.2  |         |      |             |      |         |      |
| 2703      | 27   |         |      |           |      |         |      |             |      |         |      |
| 0015      | -0.5 | F 0752  | -0.3 | Se 0711   | -0.2 | 14 0241 | 0.2  | 14 0241     | 0.2  | 14 0241 | -0.3 |
| 0638      | 06   | F 0752  | -0.3 | Se 0711   | -0.2 | 14 0241 | 0.2  | 14 0241     | 0.2  | 14 0241 | -0.3 |
| 1210      | 12   | F 0752  | -0.3 | Se 0711   | -0.2 | 14 0241 | 0.2  | 14 0241     | 0.2  | 14 0241 | -0.3 |
| 1911      | 19   | F 0752  | -0.3 | Se 0711   | -0.2 | 14 0241 | 0.2  | 14 0241     | 0.2  | 14 0241 | -0.3 |
| 2703      | 27   | F 0752  | -0.3 | Se 0711   | -0.2 | 14 0241 | 0.2  | 14 0241     | 0.2  | 14 0241 | -0.3 |
| 0027      | -0.6 | 38 0201 | 0.1  | 13 0284   | -0.1 | 30 0120 | -0.1 | 13 0338     | -0.1 | 30 0301 | -0.4 |
| 0638      | 06   | 1338    | -0.3 | 1440      | -0.3 | 1440    | -0.3 | 1551        | 0.3  | 1525    | -0.2 |
| 1203      | 12   | 2017    | 4.7  | 2139      | 5.1  |         |      | 2220        | 4.8  |         |      |
| 2058      | 20   |         |      |           |      | 21 0249 | -0.2 |             |      | 31 0343 | -0.4 |
|           |      |         |      |           |      | Th 0916 | 4.5  |             |      | F 1081  | 5.6  |
|           |      |         |      |           |      | 1810    | 5.2  |             |      | 2250    | 5.2  |





| ST. JOHNS RIVER CHANNEL DEPTHS                                                                |                      |                     |                      |                       |                    |                                                |
|-----------------------------------------------------------------------------------------------|----------------------|---------------------|----------------------|-----------------------|--------------------|------------------------------------------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2006 AND SURVEYS TO MAR 2009 |                      |                     |                      |                       |                    |                                                |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                        |                      |                     |                      |                       | PROJECT DIMENSIONS |                                                |
| NAME OF CHANNEL                                                                               | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY     | WIDTH (FEET) LENGTH (NAUT. MILES) DEPTH (FEET) |
| JOHNS BAR CUT RANGE, EAST SECTION                                                             | 37.6                 | 40.3                | 43.9                 | 37.9                  | 12-07; 3-09        | 800 3.2 42                                     |
| JOHNS BAR CUT RANGE, WEST SECTION                                                             | 38.2                 | 41.2                | 38.5                 | 30.0                  | 3-08               | 750-800 1.6 40                                 |
| PORT ENTRANCE CHANNEL                                                                         | 39.1                 | 41.3                | 43.1                 | 40.3                  | 2-3-08             | 500 0.6 42                                     |
| TOWN CUT RANGE                                                                                | 27.8                 | 42.8                | 43.3                 | 40.3                  | 3-09               | 850-900 0.9 40                                 |
| PORT CUT RANGE                                                                                | 36.0                 | 42.4                | 42.6                 | 38.8                  | 3-09               | 1025 0.5 40                                    |
| IRMAN CUT RANGE                                                                               | 42.7                 | 42.7                | 42.6                 | 35.5                  | 3-09               | 825 0.4 40                                     |
| POINT LOWER RANGE                                                                             | 41.2                 | 41.9                | 38.3                 | 28.7                  | 3-09               | 825 0.8 40                                     |
| ND TURN                                                                                       | 41.4                 | 41.3                | 41.9                 | 35.8                  | 3-09               | 475-625 1.2 40                                 |
| NING WALL REACH                                                                               | 39.3                 | 42.0                | 42.4                 | 41.1                  | 3-09               | 525-575 0.5 40                                 |
| RT CUT TURN                                                                                   | 39.3                 | 41.8                | 42.0                 | 39.5                  | 3-09               | 525-900 0.7 40                                 |
| TE SHELLS CUT RANGE                                                                           | 39.6                 | 39.9                | 38.8                 | 36.0                  | 3-08               | 800-750 0.7 40                                 |
| JOHNS BLUFF REACH                                                                             | 38.1                 | 39.3                | 39.8                 | 39.9                  | 3-09               | 475-875 2.5 40                                 |
| ES PT FULTON CUTOFF                                                                           | 39.9                 | 42.3                | 42.1                 | 38.3                  | 3-09               | 875-1175 0.4 40                                |
| ES PT TURN                                                                                    | 39.1                 | 41.5                | 42.0                 | 32.6                  | 3-09               | 525-650 0.8 40                                 |
| RANTINE I UPPER RANGE                                                                         | 36.2                 | 41.8                | 41.1                 | 33.1                  | 3-09               | 425-600 1.0 40                                 |
| LS CUT RANGE                                                                                  | 14.0                 | 36.7                | 42.4                 | 40.0                  | 3-09               | 475-825 0.8 40                                 |
| WARD POINT TURN                                                                               | 32.4                 | 32.6                | 30.0                 | 24.3                  | 3-09               | 300-1000 1.8 38                                |
| UNT ISLAND CHANNEL                                                                            | 20.4                 | 21.8                | 17.4                 | 14.2                  | 3-09               | 300 0.9 30                                     |
| UNT ISLAND EAST CHANNEL                                                                       |                      |                     |                      |                       |                    |                                                |

E - THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.  
E - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

| DEPTHS     |                          | SERVICES                  |                        |         |                         | SUPPLIES           |             |                      |                           |
|------------|--------------------------|---------------------------|------------------------|---------|-------------------------|--------------------|-------------|----------------------|---------------------------|
| CHART SIDE | APPROACH FEET (REPORTED) | ALONGSIDE FEET (REPORTED) | BEHIND FEET (REPORTED) | REPAIRS | MARINE HULL-MOTOR-RADIO | LIFT CAPACITY-TONS | BOAT RENTAL | FOOD-LODGING-CAMPING | TOLLS-TOILETS-CHART-SALES |
| NO         | SMALL CRAFT FACILITY     | B                         | 6                      | 6       | B E S                   | HMR                | 30          | F                    | TSP                       |
| 19         | TRAVIS BOATING CENTER    | B                         | 6                      | 6       | B E S                   | HMR                | 30          | F                    | TSP                       |
| 22         | ORTEGA RIVER BOAT YARD   | B                         | 7                      | 6       | B E S                   | HMR                | 25          | F                    | TSLP                      |
| 24         | LAMB'S YACHT CENTER      | B                         | 4.5                    | 7       | B E                     | HMR                | 50          | TSP                  | W                         |
| 26         | RIVER CITY MARINA        | B                         | 20                     | 13      | B E S                   | H R                |             | M                    | C S                       |

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.nos.gov](http://nauticalcharts.nos.gov).

#### FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

#### INTRACOASTAL WATERWAY

The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Miami.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

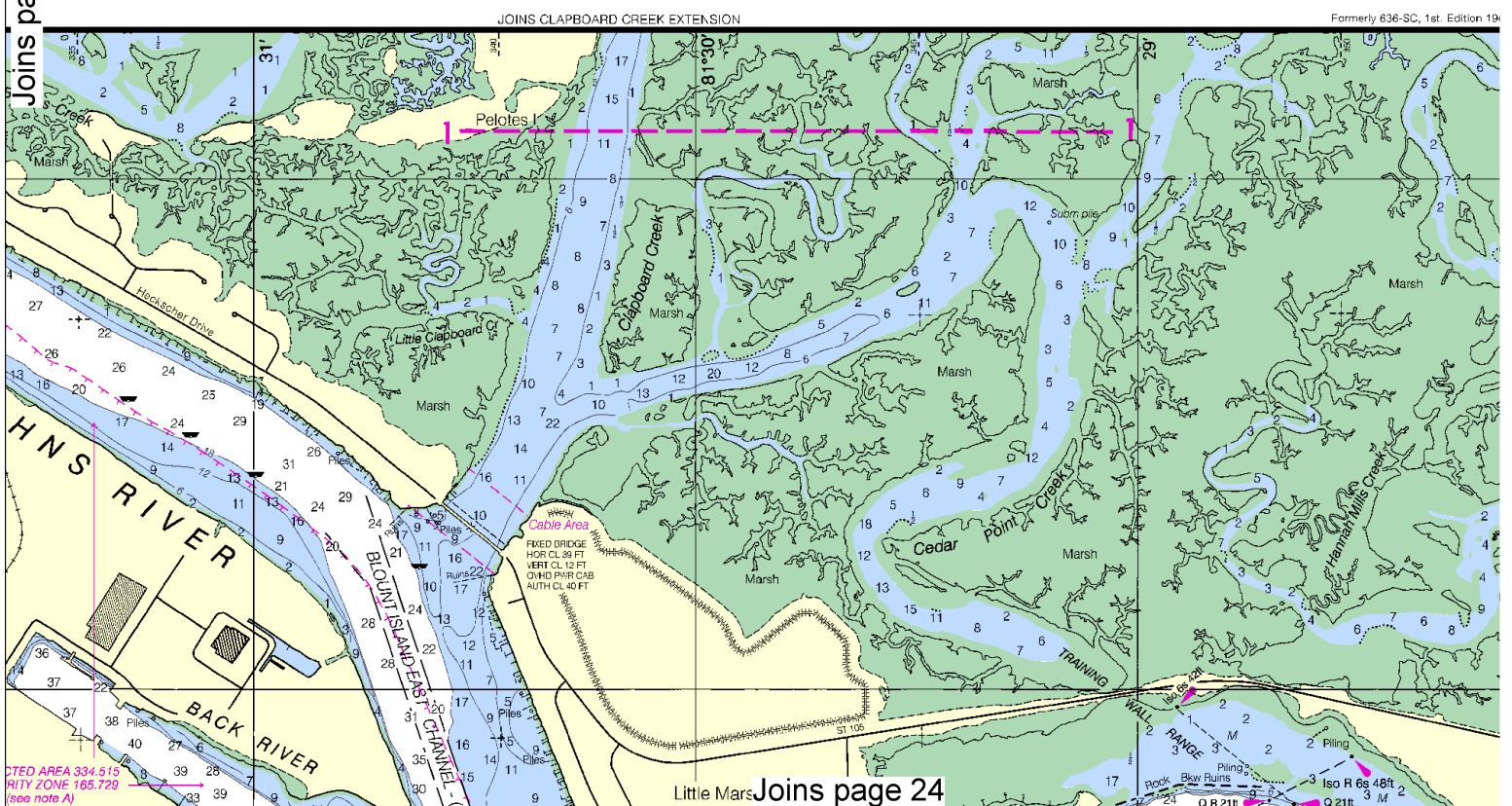
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PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners. Charts are printed when ordered using Print-or-Demand technology. New charts are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent for print-on-demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [nauticalcharts.gov](http://nauticalcharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [OceanGrafix.com](http://OceanGrafix.com).



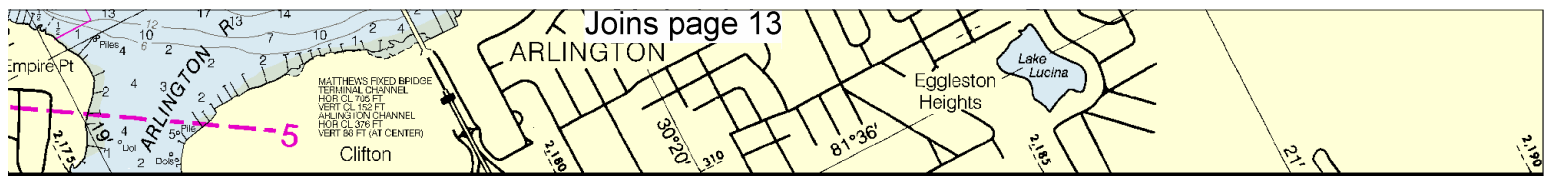
18

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





## JOINS ARLINGTON RIVER EXTENSION

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the Federal laws apply. The Three Nautical Mile Line, previously identified as the inner limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in place as the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. As fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (CGAUX), national organizations of boaters, conduct extensive boating education programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 233, Raleigh, NC 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-6497 or USCG Headquarters (G-BAU), Washington, DC 20593-0001.

**NOTATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Navigation (lights are white unless otherwise indicated):

|                                                                            |                                                                   |                          |                        |            |                |               |
|----------------------------------------------------------------------------|-------------------------------------------------------------------|--------------------------|------------------------|------------|----------------|---------------|
| IO                                                                         | aeronautical                                                      | G green                  | Mo                     | moose code | R TR           | radio tower   |
| alternating                                                                |                                                                   | IQ interrupted quick     | N nun                  |            | Rct            | rotating      |
| lack                                                                       |                                                                   | ISO isophone             | OBSC obscured          |            | s              | seconds       |
| baseline                                                                   |                                                                   | LT HO lighthouse         | OC occulting           |            | SEC            | sector        |
| an                                                                         |                                                                   | M nautical mile          | Or orange              |            | St M           | statute miles |
| diaphane                                                                   |                                                                   | m minutes                | Q quick                |            | VQ             | very quick    |
| xcd                                                                        |                                                                   | MICRO TR microwave tower | R red                  |            | W              | white         |
| lashing                                                                    |                                                                   | Mkr marker               | Ra Ref radar reflector |            | WHIS           | whistle       |
|                                                                            |                                                                   |                          | R Bn radiobeacon       |            | Y              | yellow        |
| characteristics:                                                           |                                                                   |                          |                        |            |                |               |
| a boulders                                                                 | Co coral                                                          | gy gray                  | cy oysters             |            | so soft        |               |
| broken                                                                     | G gravel                                                          | h hard                   | Rk rock                |            | Sh shells      |               |
| clay                                                                       | Grs grass                                                         | M mud                    | S sand                 |            | sy sticky      |               |
| ous:                                                                       |                                                                   |                          |                        |            |                |               |
| H authorized                                                               | Obtn obstruction                                                  |                          | PD position doubtful   |            | Subm submerged |               |
| existence doubtful                                                         | PA position approximate                                           |                          | Rep reported           |            |                |               |
| Wreck, rock, obstruction or shoal sweep:                                   | clears in feet above datum of soundings.                          |                          |                        |            |                |               |
| ROcks that cover and uncover with height in feet above datum of soundings. |                                                                   |                          |                        |            |                |               |
| REGS:                                                                      | International Regulations for Preventing Collisions at Sea, 1972. |                          |                        |            |                |               |
|                                                                            | Demarcation lines are shown thus: — — — — —                       |                          |                        |            |                |               |

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

### PLANE COORDINATE GRID

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus:  $\frac{1}{1}$

The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intra-coastal Waterway.

**CAUTION**

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

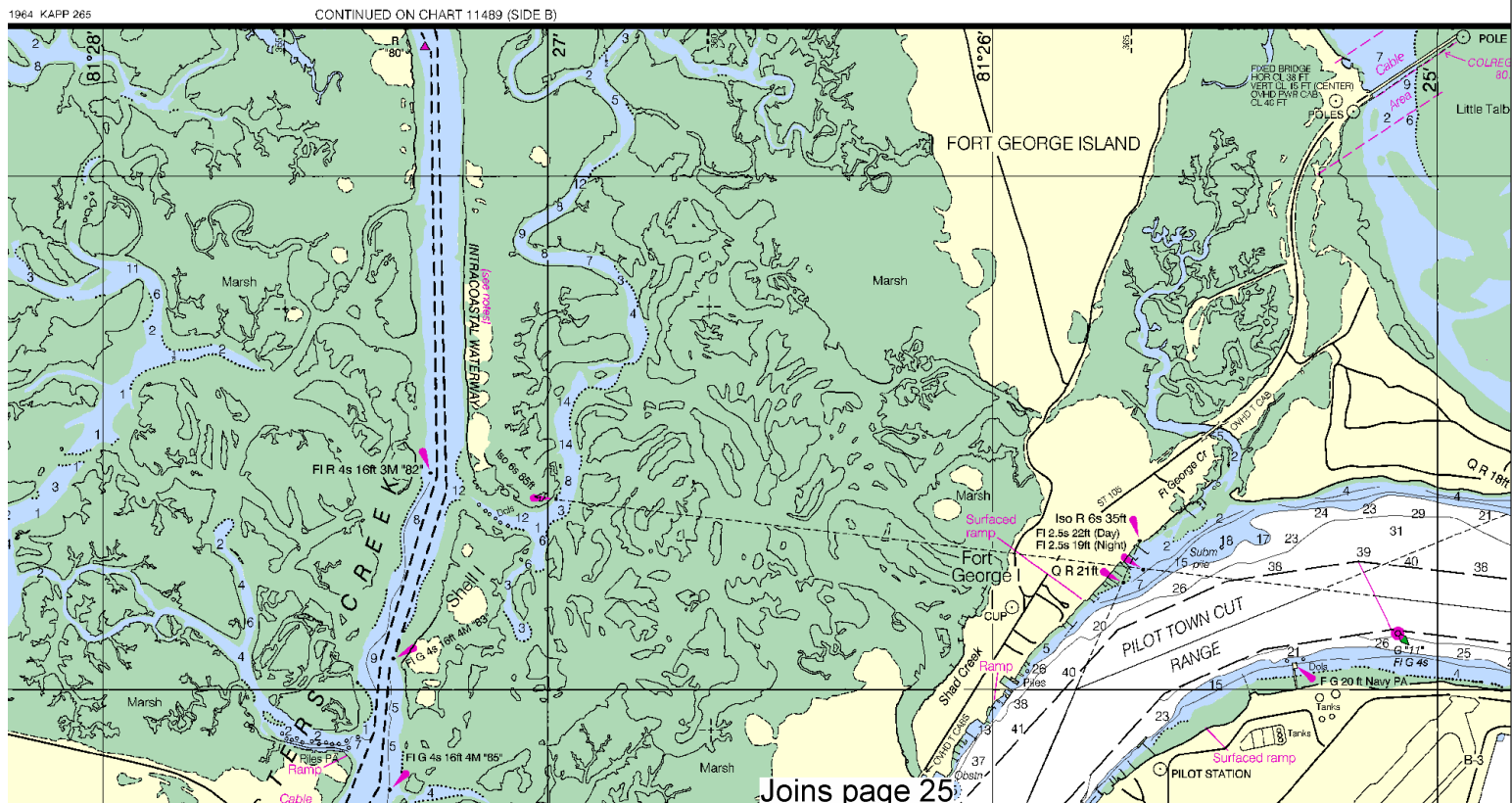
MARINE WEATHER FORECAST  
NATIONAL WEATHER SERVICE  
CITY TELEPHONE  
Jacksonville, FL \*  
\*Recording (24 hours daily)

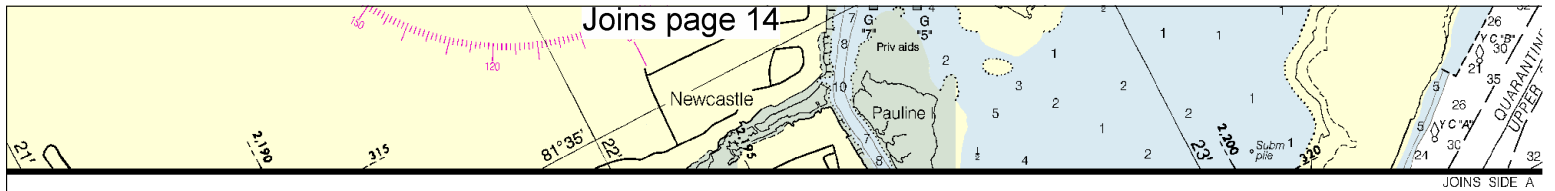
NOAA WEATHER RADIO B  
CITY  
Jacksonville, FL

| BROADCASTS C |     | BY   |
|--------------|-----|------|
| CITY         | ST# | Join |
| Mayport, FL  | NN  |      |

\*Preceded by annour

Distress calls for small craft  
channel 16 (156.80 MHz)





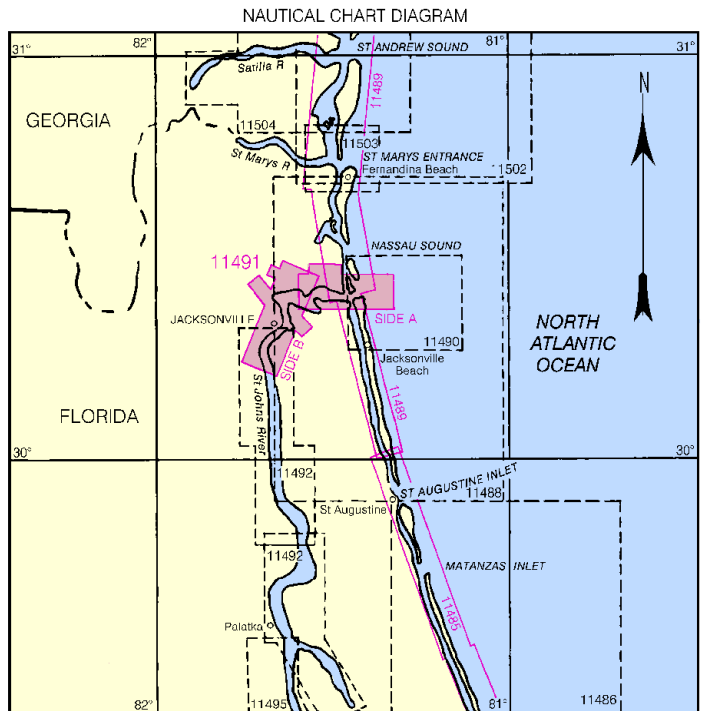
MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE  
CITY TELEPHONE NUMBER OFFICE HOURS  
Jacksonville, FL \*(904) 741-4311 6:30 AM-5:00 PM (Mon.-Fri.)  
\*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS  
CITY STATION FREQ. (MHz) BROADCAST TIMES  
Jacksonville, FL KHB-39 162.55 24 hours daily

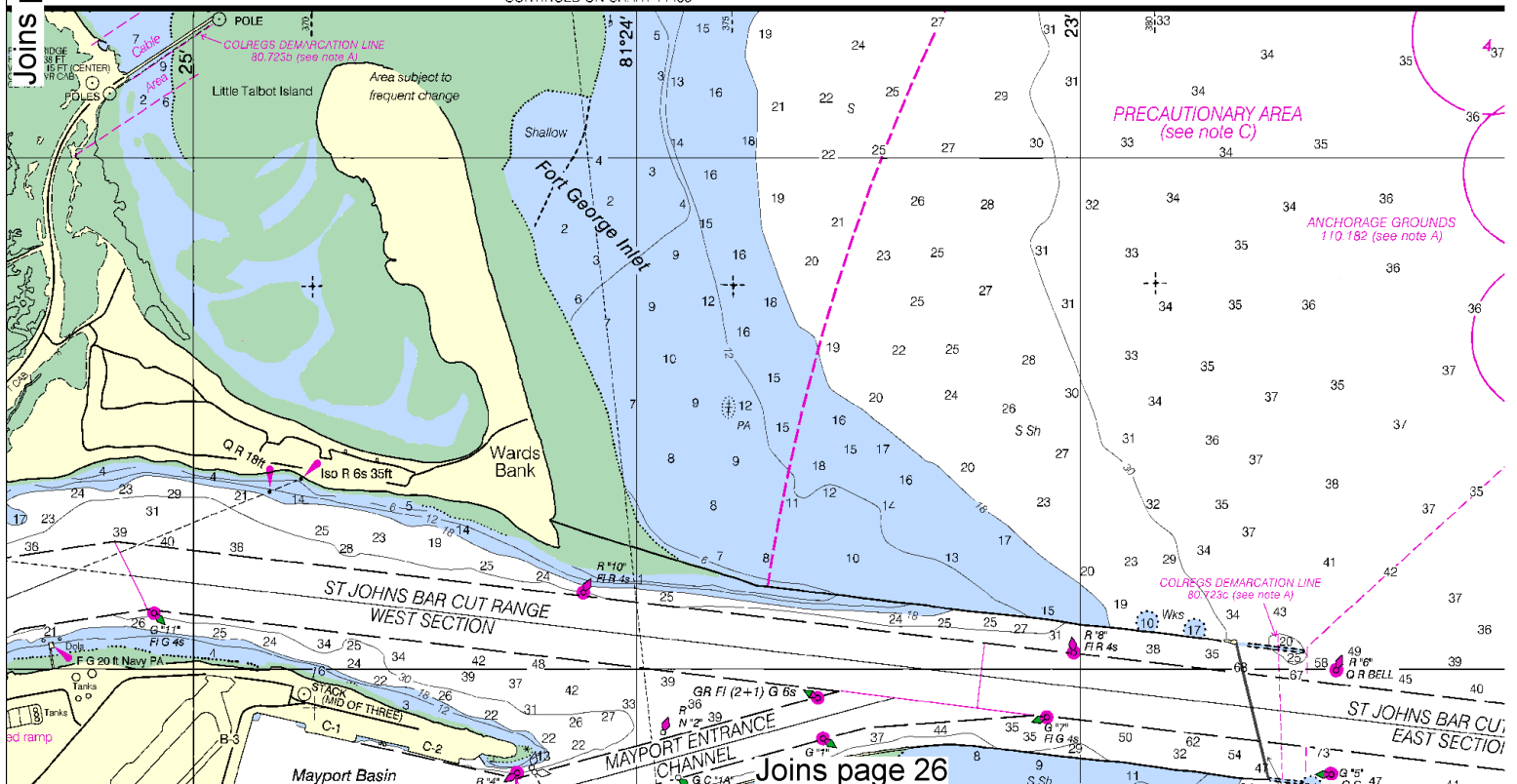
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIO/TELEPHONE STATIONS  
CITY STATION FREQ. DAILY BROADCAST-EST SPECIAL WARNING  
Mayport, FL NMA-10 2670 kHz 1:20 AM & PM \*On receipt  
157.1 MHz 7:15 AM, 5:15 PM \*On receipt

\*Preceded by announcement on 2182 kHz / 156.8 MHz

Distress calls for small craft are made on 2182 kHz or  
channel 16 (156.60 MHz) VHF.



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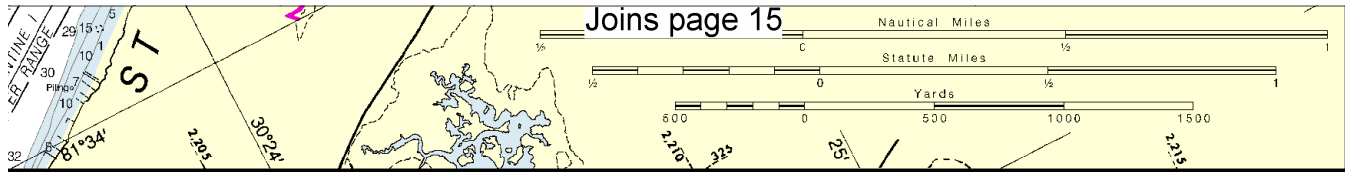
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







11491

# NAUTICAL CHART 11491



THE NATION'S CHARTMAKER SINCE 1807

MERCATOR PROJECTION AT SCALE 1:20,000 AT LAT 30°20'  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861" northward and 0.661" eastward to agree with this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

FLORIDA

# ST JOHNS RIVER ATLANTIC OCEAN TO JACKSONVILLE



NSN 7642014010153

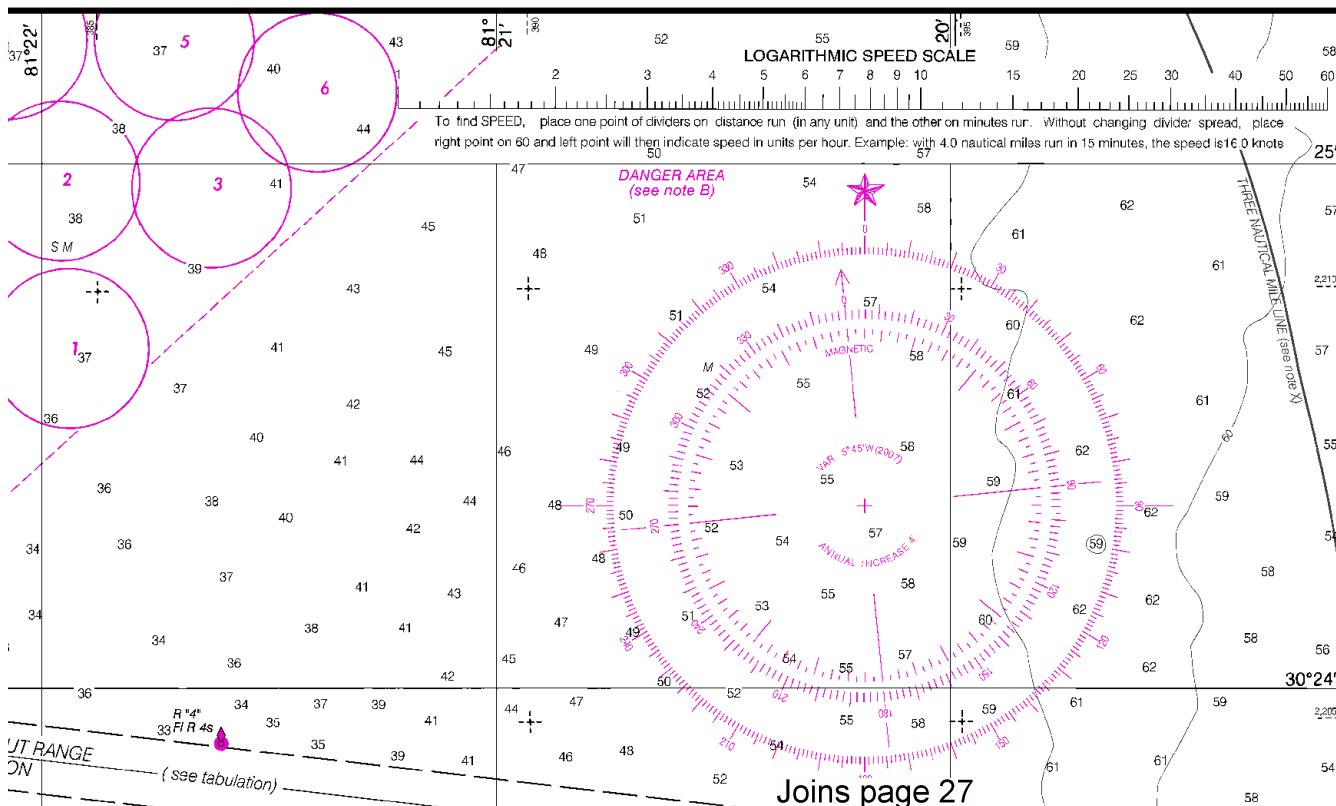
NGA REFERENCE NO. 11AHA11491



ED NO. 36

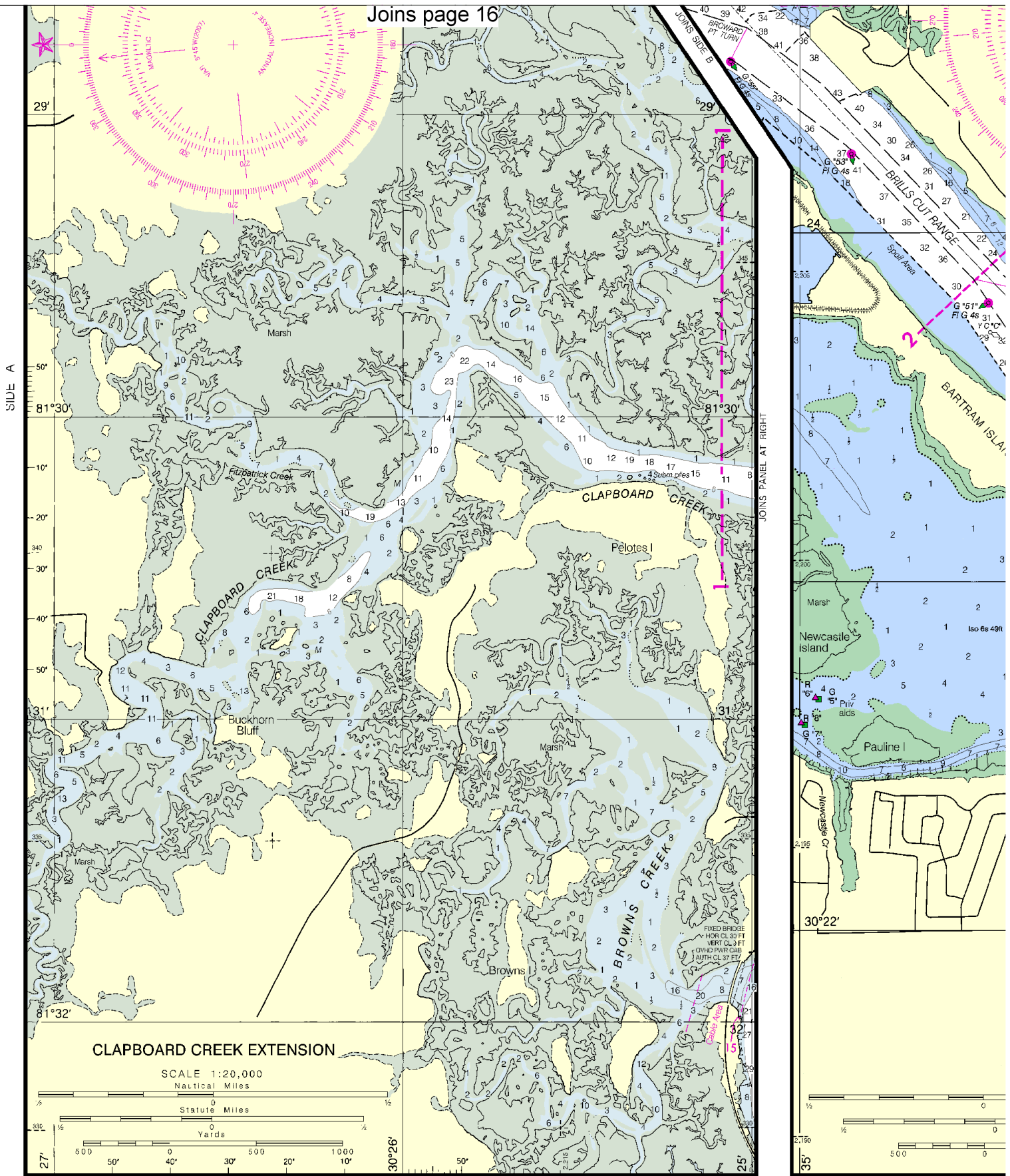
Chart 11491 36th., Jan. /07  
Corrected through NM Jan. 6/07, LNM Jan. 2/07

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



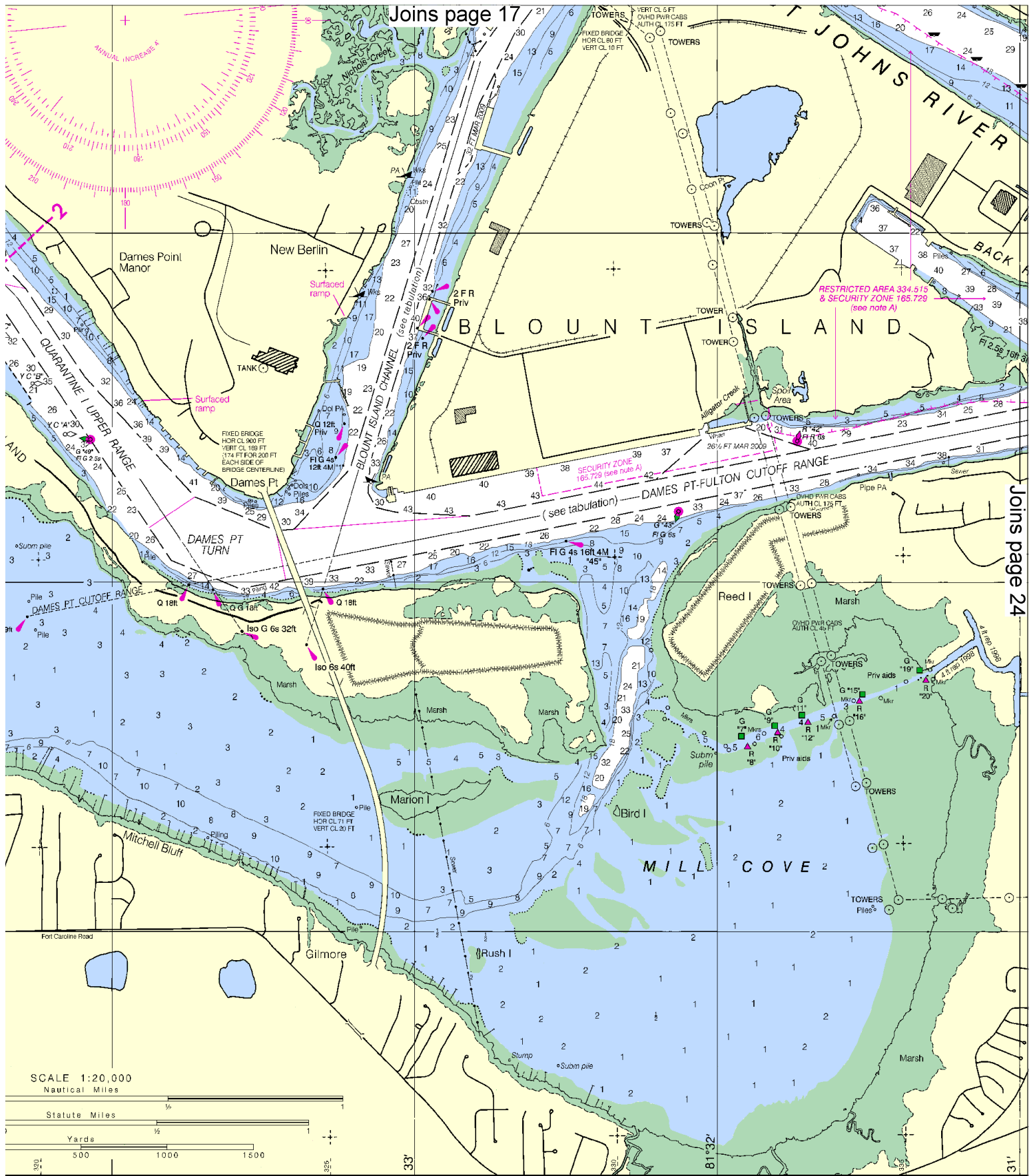
CONTINUED ON CHART 11488

Joins page 16



11491 36th Ed., Jan. /07; Corrected through NM Jan. 6/07, LNM Jan. 2/07



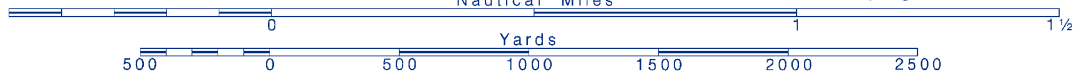
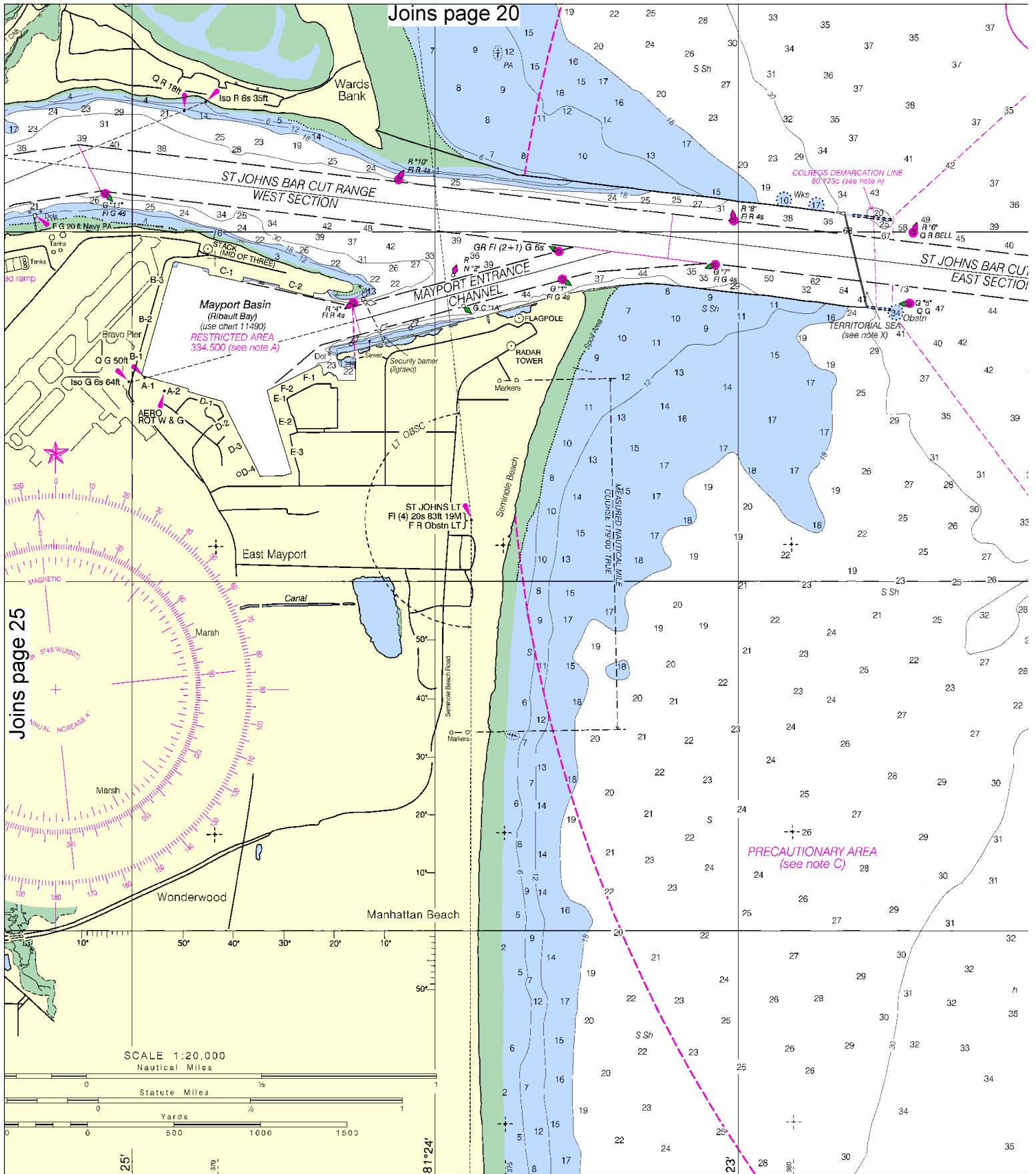




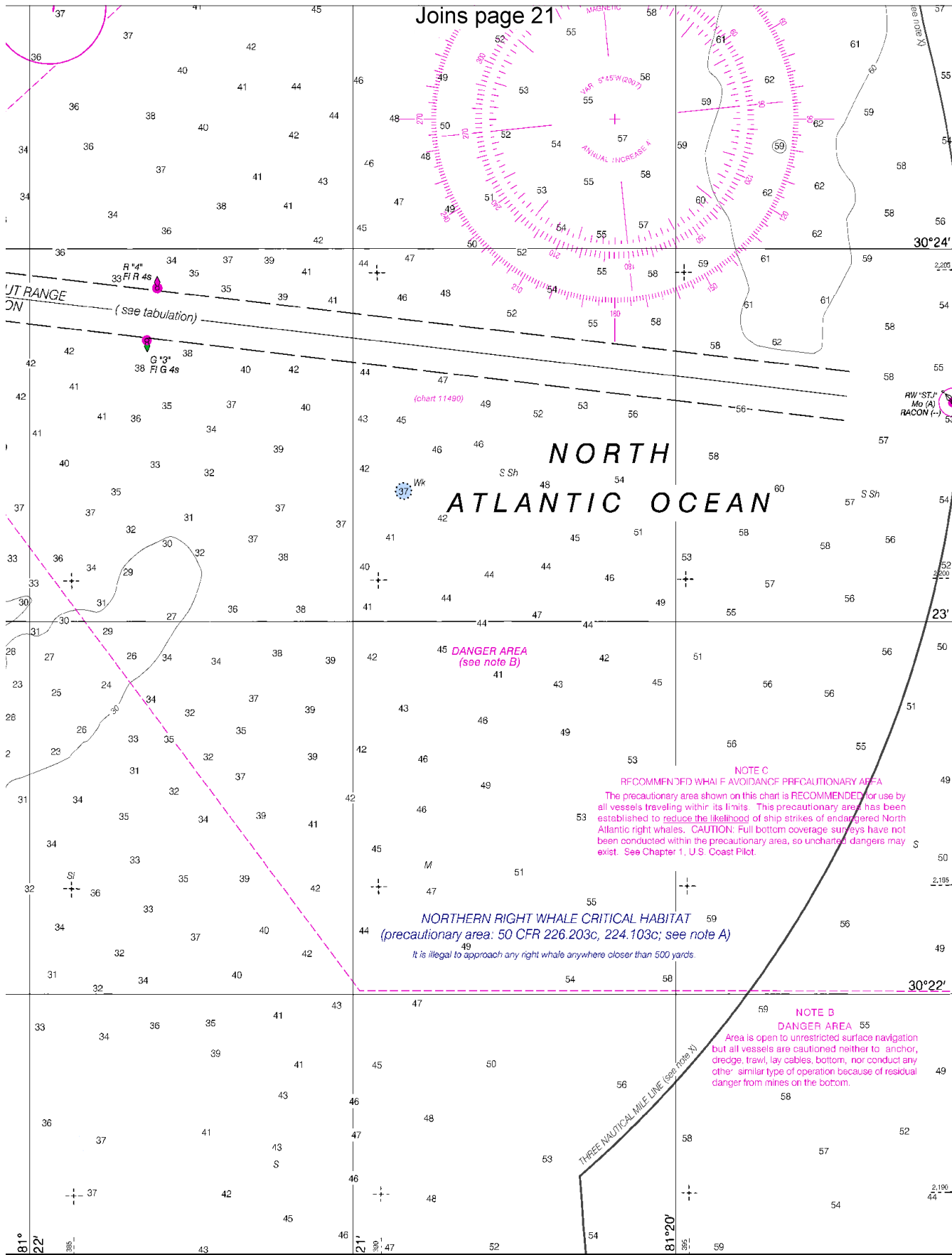




Joins page 20







CONTINUED ON CHART 11488

SIDE A  
CONTINUED ON CHART 11490

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Brunswick SAR** – 912-267-7999

**Coast Guard Mayport** – 904-247-7350

**Coast Guard Mayport SAR** – 904-247-7312

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**Jacksonville Sheriff's Office** – 704-630-0500

**Florida Fish & Wildlife Conservation Comm** – 888-404-3922

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).